TREASURY SHARES FOR SALE.—Van Anda, Texada Island, 10; Norway, (near the O.K., a very fine prospect), 5; Mabel, 15; Enterprise, 20; Celtic Queen, 10; Grand Prize, 7½; Rossland-Red Mountain, 25; Idler (Slocan, 7½; Delile, near Ainsworth, 12½. A.W. MORE & Co., Mining Brokers, 70 Douglas St

The Daily Colonist.

ALBERNI.
I have some of the best claims for sale at reasonable figures, also on
Texada Island.
Address:
Thos. Kitchin, Nanaimo

VOL. LXXVI.—NO. 125 VICTORIA BRITISH COLUMBIA WEDNESDAY NOVEMBER 4 1896 THIRTY-EIGHTH YEAR

Come and See

Our latest shipment of New Goods arrived Saturday, and among the many useful and pretty things you will find

Sterling Silver..
Puff Boxes, Hair Brushes, Cloth Brushes, Hat Brushes, Military Brushes,
Salts, Button Hooks, Shoe Horns, Manicure Sets, Sewing Sets,
Flasks, Glove Stretchers, Pin Trays, Scissors, Photo Frames.

Also some very nice Cut Glass Sterling Mounted Scents, Salts, Bottles, Ink Stand and Puff Boxes.

☞ *Everything Guaranteed and Very Cheap.*

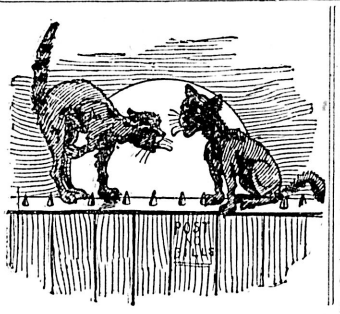
Challoner, Mitchell & Co.,
74 GOVERNMENT STREET.

Ex "Wythop."

Pernod's Absinthe Suisse, qts. and pts.
Benedictine, qts. and pts.
Vermouth, French and Italian, qts.
Fernet Branca, Italian, qts.
Creme de Menthe, "Peppermint," qts.
Russian Kummel, qts.
Maraschino, qts.
Curacoa, qts.
I. & F. Martell Brandy, V.V.S.O.P., qts.
I. & F. Martell Brandy, V.S.O., qts.
Burke's XXX Irish Whisky, qts.
Burke's XXX Irish Whisky, Imperial qts.
B. L. & Co.'s Extra Special Scotch Whisky, Imp. qts.
DeKuyper Gin, Red Cases
Chartreuse, Green and Yellow, qts. and pts.
Ale and Stout, "Burke's," qts. and pts.
Etc., Etc.. Etc.

Hudson's Bay Co., Victoria.

Called Out.



That is what we are doing every day—CHALLENGING competition, meeting every man, woman and child equally. No squirt guns at long range or nauseous compounds ad lib., but a straight shot at the heart of a big parcel for your money and wing our opponents every time for cash. No seconds. Market advancing, all bread-stuffs are up, flour jumping, rolled oats following suit and canned goods in the procession. We make no change in prices this week.

Dixi H. Ross & Co., Government St.

RICH RARE AND RACY

Are the Boots and Shoes : : We are Showing : : For Fall and Winter Wear

Gilmore & McCandless,
Nos. 35 and 37 JOHNSON STREET.

CLARKE & PEARSON,

17 YATES STREET, - - - - - - VICTORIA, B.C.
MANUFACTURERS OF
The Wonderful Air-Tight Heaters.
Sole Agents for McClary's Famous Stoves and
STEEL PLATE RANGES.
☞ THE BEST IN THE LAND. ☜
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GEO. POWELL & CO.

CHEAPSIDE,
IMPORTERS AND DEALERS IN
TOVES, TINWARE AND HARDWARE.
COAL AIR-TIGHT HEATERS. WOOD AIR-TIGHT HEATERS.
SOLE AGENTS FOR
THE MAJESTIC STEEL RANGES
CHEAPSIDE, 127 GOVERNMENT STREET.

NEW ADVERTISEMENTS.

LECTURE in aid of Library Fund will be given in South Park School on Friday, November 6th, on "Mission of the Public School," by Principal McIntyre, of Manitoba Normal School. Chair will be taken by the Superintendent of Education at 8 o'clock. Admission 10 cents. no4-3t

MCKINLEY FOR PRESIDENT—But for good cooking potatoes and early pullets and laying hens go to the Sylvester Feed Co. Ltd., City Market.

YOUNG lady stenographer wishes position; has had experience; can do bookkeeping and general office work; emoloyment more object than salary. Address M.A., Colonist office. no4-1t

THE Russ House is the place for the best 15c. meal in town, and a glass of beer free if you like it. no4-2t

POTATOES—A fine lot just received. D. Giffin, paper dealer and commission merchant, 15 City Market. no4-1t

30 TUBS of Manitoba dairy and creamery butter cheap for silver; lardene (our own manufacture); the best shortening in the city, 12½c. lb. Robert Eccles, City Market no4-1

London Hospital Cough Cure
Is still recognized as the specific for Throat and Lung Troubles.
JOHN COCHRANE, CHEMIST,
Sole Agent, N.W. corner of Yates and Douglas Streets.

A. T. MONTEITH,
MINING BROKER,
Stocks Bought and Sold on Commission. } ROSSLAND, B. C. no3-1m

In the Supreme Court of British Columbia.

Re SLOCAN STORE COMPANY.

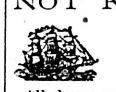
Tenders will be received by the undersigned up to and inclusive of the 4th day of December, 1896, for the purchase of the whole or any line of goods forming part of the stock of the Slocan Store Company, consisting of a General stock of Merchandise, Hardware, Dry Goods, Groceries, etc., etc.

Separate Tenders will at the same time be received for the Book Accounts, and also for the Store Buildings and Fixtures.

The lowest or any other tender not necessarily accepted.

For terms and particulars apply to
P. J. RUSSELL,
Three Forks, B.C.,
Liquidator.
no4-1m

NOT RESPONSIBLE



Br. Ship "Wythop,"

All claims against the above vessel must be sent in to the undersigned not later than Thursday noon, November 5th.
R. P. RITHET & CO. Ltd. Agents.

NOT RESPONSIBLE

Br. Ship "Snowdrop,"
(Captain Jos. Foster.)

Neither the Captain nor the undersigned will be responsible for any debts contracted by the crew of the above vessel without their written order.
R. P. RITHET & CO. Ltd.,
no4 Agents.

VICTORIA NURSERY CO.

A large and varied assortment of Fruit Trees, Ornamental Shrubs and Shade Trees is offered at extremely low prices. As the ground is about to be used for other purposes, the stock must be cleared this year. Get your orders in at once and secure first choice. Trees guaranteed to be in a healthy condition.

☞ Floral Work a specialty.

Apply at the Nursery, St. Charles street off the Fort street car line, or by mail, to MRS. P. T. JOHNSTON, P.O. Box 40, Victoria. no3-1m

NOTICE.

Notice is hereby given that Mr. Johann Wulffsohn having resigned the management of this Company's affairs, the power of attorney hitherto held by him has been revoked.

The business will in future be conducted by Mr. R. Byron Johnson, who has been appointed Manager.

WULFFSOHN & BEWICKE. LTD.
Vancouver, 30th October, 1896. no1-2w

TO LET.

The Premises in the Vernon Block now Occupied by Messrs. H. Cuthbert & Co.

These are the most convenient and the cheapest premises in town, and especially suitable for the furniture or restaurant business. no3-5t

TO CONSIGNEES.

Please take notice that all goods and chattels now in our Salerooms will be sold at auction on an early date without the slightest reserve. All consignees not wishing their goods to be sold on these conditions must remove the same within seven days from the date hereof.

HERBERT CUTHBERT & CO.,
Auctioneers.
November 2nd, 1896. no3 5t

AUCTION
—OF—
FURNITURE
BEDDING, CARPETS, ETC.
No. 6 Bridge Street, Rock Bay.
☞ Take Esquimalt car to end of first bridge.

THIS DAY, AT 2 O'CLOCK,

I will sell the contents of the above residence comprising in part:—Handsome maple and cherry bedroom sets, clipper spring and real hair top mattresses, extra large goose feather pillows, sheets, blankets, quilts, spreads, etc.: fine oak extension table, m.b. oak sideboard, English breakfast table, oak book case and books, Webster's International Dictionary (indexed edition), oil paintings (including E. J. Scott's Cordelle Banks, R. G. Holdridge's Napa Valley, Donner Lake, Jordan River, and others; these are all fine works); solid onyx case clock with exposed ruby jewelled pallats—a magnificent time piece, statuary, bric-a-brac, etc., reclining couch, patent rocker, rattan easy chairs, c.s. chairs, hanging and shade lamps, Brussels carpets, art squares, rugs, table covers, table linen, cutlery, plated ware, crockery, glassware, etc., cooking and oil stoves, kitchen tables, furniture, etc., carpet sweeper, tool chest and tools, etc., laundry implements, (the above are in good condition, having been but little used); also gentleman's hunting case, solid gold watch, lady's do, fine diamond stud and rings, drawing instruments and case, scientific instruments, etc.

Sale positive—No reserve—Terms cash.
no3 GEO. BYRNES, Auctioneer.

New Advertisements continued on page eight.

TUPPER IN TORONTO.

Sir Charles on Mr. Laurier's Sublime Confidence in a Chicago Reporter.

The Spoils System—A Shocking Exhibition of the Practices of Reformers.

In the course of his speech at Toronto on the occasion of the recent Conservative convention, Sir Charles Tupper said:

The same gentleman (Mr. Laurier) who could not be induced to give the parliament of Canada the slightest information as to the policy which he proposed to pursue, was good enough to unbosom himself to the reporter of a paper in a foreign country in a way which finds no parallel in the records of public men, or statesmen of the smallest calibre. (Cheers.) When my friend, Mr. Haggart, in the House of Commons, after reading the report of the interview with Mr. Laurier, as reported in the Chicago Record, asked the leader of the government, "Is that true or not?" to the astonishment of everybody he made reply that it was substantially correct. That interview displayed the most startling ignorance of public affairs in Canada that a public man in this country was ever convicted of. (Hear, hear.) Take the great fishery question. Here was a man who declared that at an early date he proposed to send a commission to Washington to negotiate for a reciprocity treaty, and before anything is done, he commits himself to the unqualified declaration that he is prepared to give to the United States free fishing in the waters of Canada, in return for taking the duties off our fish. (Hear, hear.) There was not the least qualification made, and when asked in the House what he meant by such a wild arrangement, so utterly opposed to the interests of the people of Canada that not a follower of his own who knew anything of the subject would ever consent to it, Mr. Laurier replied, "Why, you astonish me very much. I thought that in the treaty of 1854 we gave free fishing for free fish, and a similar privilege in the treaty of 1871; and yet you object to it now." We took the liberty of calling Mr. Laurier's attention to the fact that in the treaty of 1854 enormous commercial advantages, to which Canada attached the most vital importance, were given, in addition to free fish, for the right to enter our waters. We pointed also to the fact that under the treaty of 1872, negotiated by Sir John Macdonald, and adopted in the face of the most strenuous opposition by the Liberals, we were not only given free fish, but were paid by the United States $5,500,000 for the use of our fisheries. When we had done this Mr. Laurier looked perfectly amazed, and yet there are the hands into whose care are committed the most vital trade interests of our people. Suppose the United States government should open up the question of reciprocal trade between Canada and the Republic. Suppose they were to say, "We will take the duties off your fish in return for the privilege of being allowed to fish in Canadian waters," and Mr. Laurier, knowing how fearfully he has jeopardized the best interests of this country, withdraws his statement. The United States government would be able to say: "Here is your own declaration and your own affirmation on the floor of the House of Commons that it is a correct statement of what you propose, but now you want a great deal more." So that if Mr. Laurier wished to paralyse his own efforts, and render it impossible for him to do anything in the interest of Canada he could not have pursued a course more calculated to accomplish that object. (Cheers.)

THE SPOILS SYSTEM.

It is just the same with everything else. When the government of Sir John Macdonald, whom we all revered and still revere—(cheers)—were in power, one of the staff of French translators grossly insulted Mr. Chapleau, then a member of the cabinet, but now Lieutenant-Governor of the province of Quebec, and he was dismissed from office. Mr. Laurier denounced that dismissal. He said the translators when not employed on the Hansard were as free as any other electors to express their political opinions, and, in addition to denouncing the dismissal, he placed himself on record by voting against it in the house. Well, the other day he became a party to the dismissal of one of the translators who had been guilty of no other offence than of advocating in the most respectful manner the opinions he honestly held, and in the dismissal Mr. Laurier asked his party to support him. When confronted with his previous record, Mr. Laurier made the excuse: "It is quite true that was my policy in Opposition, but the House of Commons voted it down, and I have now adopted the Conservative policy which was concurred in on that occasion." (Laughter.) Then I said: "As the House of Commons has voted down for eighteen years your views on the fiscal policy and supported the maintenance of the National Policy, and as that policy has been ratified again and again by the electorate, will you admit you are bound by it, and reverse the declarations which you made when in Opposition?"

I need not say that upon that point Mr. Laurier found himself in rather an awkward position. (Laughter.) Mr. Blair, the minister of railways and Canals, was able to produce a letter, signed by himself, which he read, when he knew that having already spoken I could not again open my mouth on the subject, and when, after the debate was over, I could not refer to it without violating the rules of the house. From this letter it appeared that during the long period in which I was minister of railways and canals one case had been found where I had dismissed a young man from the government railway service in consequence—as stated in a communication to the father—of the open and conspicuous part he had taken in opposition to the Liberal-Conservative party. All I can say is, I adhere to every word contained in that letter, as the true and sound policy. The dismissal of that young man arose, not from his voting, not from the political opinions which he held, but from his actively engaging in a struggle to keep Conservatives from getting on the platform at a public meeting, and I think that may fairly be held to be such open and offensive partisanship as to warrant dismissal at the hands of any party, and at any time. But the members of the House of Commons were never more shocked by the statement of any public man than by Mr. Blair's open avowal that he intended to make a broad distinction between higher officers and lower officers. (Hear, hear.) His statement amounted to this: that if a member supporting the government, or a defeated candidate, wished to take the place of a poor man, dependent upon his occupation for the support of his family and his daily bread, who did his work well, but might have given some expression of his political views, all that member or defeated candidate had to do was to send in a complaint to the minister, and the desired change would be made. Mr. Blain declared that he had no time to investigate such cases, and must depend upon others for his information. Here you have an open avowal on the part of the minister that he is ready to strike down any man, however faithful a public servant he may be, however humble his position, without investigation, but simply at the dictum of a defeated candidate. I believe the great labor interests of Canada will take that matter up, and that they will condemn a policy so utterly at variance with every principle of honesty, fair play and justice. (Cheers.)

WITH GREAT LOSS.

Report Denied That Antonio Maceo Was Repulsed at Artmeisa.

Insurgents Helped From a Spanish Vessel Captured Off the Coast of Cuba.

HAVANA, Nov. 3.—The report that Antonio Maceo crossed the military line after attacking Artimesa and was repulsed with great loss, according to the official account, is again denied, and it is stated that the insurgents upon this occasion acted without unison, disobeyed orders, made no attack upon the forts and were unable to capture the Spanish entrenchments. Still, according to the official version of the affair, Maceo, the day after bombarding Artimesa, in conversation with the manager of the firm of Mangas at Pinar del Rio, reported the loss sustained and admitted that it was no easy matter to cross the military line. The Spanish forces are slowly occupying the positions which Maceo may have intended to use, and he is said to be resting in order to care for his wounded.

There are two versions of the whereabouts of Maceo. One of them has it that Maceo and Rubio are in the mountains on the limits of Cabanas and Cayajabos, which constitute a part of the Sierra del Rosario, and another report has it that he is in the range of mountains of the Sierra south of San Cristobal. It is difficult to accurately locate him. The Spanish troops are continuing their advance westward towards the insurgent strongholds without receiving any assistance from the troops stationed along the military line, which is being still further strengthened.

KEY WEST, Nov. 3.—Col. Guspierre, formerly of the French army, and Col. Ortega, formerly of the Venezuelan army with Lieutenants Terras and Carlos Garcia arrived here this morning from Nashua. These men say they captured a Spanish vessel off the coast of Cuba and conveyed the crew and provisions to the insurgents, after which they embarked on board the captured vessel and arrived at Nashua where they were detained three days in quarantine. They also report having been present at the action of Gascorras, and state that Maximo Gomez and other insurgent leaders have sufficient arms and ammunition to carry on the winter campaign. In conclusion they say that the island from Matanzas up is called "Cuba Libre." The men are members of a special committee from Puerto Principe.

LAURIER'S PORMISES.

St. Lawrence Canals to Be Deepened—Favorable Report on West Kootenay.

OTTAWA, Nov. 3.—Messrs. McConnell and McGreevy, who spent the summer in West Kootenay for the geographical survey, have returned and speak very favorably of mining progress. They will prepare a sheet which will be valuable as the country develops.

Mr. Fraser, who conducted the oil borings near Edmonton for the government, has made a report to the director of the survey. He does not despair of getting oil at Athabaska landing, but cannot get deep enough, and will do nothing more until a new location is struck next spring.

Premier Laurier has promised Mr. Bickerdike, president of the board of trade, Montreal, to give fourteen feet depth in the canals west of Montreal and thirty feet in the river east. It is said that provision will be made in the estimates next session to carry this work to completion.

Some very handsome piano and banquet lamps at Weiler Bros. x

ELECTION OF PRESIDENT

Disorganization of the Telegraph Wires Prevents the Publication of the Returns.

Bulletins Received Up to Seven O'Clock When the Wires Went Down.

Owing to trouble on the telegraph wires the COLONIST is unable to give the election returns, communication by wire having been stopped about 7 o'clock. It would seem that in New York, Chicago, Boston, Brooklyn and Baltimore McKinley has been successful. The meagre figures speak for themselves:

NEW YORK, Nov. 3.—Returns received up to 7 p.m. in New York indicate a plurality of 23,000 for McKinley in the city. Three hundred and thirty election districts in New York city give McKinley 32,605, Bryan 27,942: Palmer 1,150

The Sun says the indications are that McKinley has carried the state by the largest majority ever known, probably 300,000.

Dr. Jamieson, National committee manager from Illinois, wired Vice-Chairman Payne of the national committee, at 5 o'clock, one hour after the polls closed in Chicago, that Cook county would show a 25 per cent. larger vote for McKinley than he claimed. His claim for Cook county was 10,900. The Sun says McKinley's plurality in King's county will be more than 25,000.

BROOKLYN, Nov. 3.—Twenty election districts out of 630 in Kings's county give McKinley 2,930, Bryan 2,736. In 1892 the same district gave Harrison 2,248, Cleveland 3,184.

One hundred and ten districts outside of New York and Brooklyn give McKinley 25,794, Bryan 16,042, Palmer 110.

Eight Long Island towns give McKinley 1,327, Bryan 705.

ROCHESTER, Nov. 3.—This city complete will give McKinley 18,593, Bryan 12,385; a plurality of 6,208.

NEW YORK, Nov. 3.—A telegram from the Chicago Republican headquarters says that Chicago will give more than 100,000 majority for McKinley, and that Peoria is almost unanimous for McKinley.

CHICAGO, Nov. 3.—Sixty precincts give McKinley 12,493, Bryan 8,060, Palmer 800. The chairman of the Republican committee of Tennessee, puts McKinley's majority in that state at 20,000. Eleven counties in Georgia show substantial Republican gains over 1892.

Thirty-two election districts out of 191 in Boston give McKinley 9,332, Bryan 4,403.

BALTIMORE, Nov. 3.—Baltimore is claimed by the Republicans by 30,000. South Carolina gives Bryan about 9,000 plurality.

PORTLAND, Me., Nov. 3.—Maine has gone McKinley by 50,000 majority. Seventeen towns in Massachussetts give McKinley 5,254, Bryan 1,207, a gain of 1,441 over 1892.

BATH, Me., Nov. 3.—As expected McKinley carried this city, the home of Arthur Sewall, the Democratic candidate for vice-president, and he also carried Mr. Sewall's own ward.

The New York Sun says McKinley carried Bath, Maine, Sewall's home, by 800.

BOSTON, Nov. 3.—Boston sends a solid Republican delegation to congress.

HISTORY REPEATS ITSELF.

How the Night of the Last Presidential Election Was Observed in Victoria.

(From the Victoria COLONIST, Oct. 9, 1892.)

"A total collapse of the C.P.R. telegraph service yesterday prevents the COLONIST giving one word of the results in the presidential contest in the United States. During the afternoon the issue had been about the sole topic of conversation and last evening scores of people came to this office in search of information. To these all the information in our possession was furnished as cheerfully as might have been expected under the circumstances."

EXTENSIVE FIRE.

Richmond, Quebec, Sustains a Loss of About a Hundred Thousand Dollars.

RICHMOND, Nov. 3.—Early this morning fire broke out in Caxton hall and spread like lightning from the main street through to College street, which was soon a mass of flames. The town and Grand Trunk brigades worked hard, but it was not until the arrival of help from Sherbrooke that the fire was got under control. Caxton hall, the Guardian printing plant; J. A. Charons, general store; T. H. Hall's harness shop; J. A. Dalton's, furniture; the dwelling of N. P. Pilotte, Main street, Mrs. Wallace, Mrs. Scott, and B. Taylor, College street, and the Grand Central stables were destroyed. The total loss is about $100,000, and insurance $80,000.

A jury in London has granted nominal damages against the chairman of a corporation meeting who refused to put a motion offered by one of the members. The damages would have been substantial if a commercial loss could have been proved. The case is to be appealed.

Welsbach Incandescent Gas Light, the only reliable light to be had, complete $3.50; Morris', Colonist Block. x

If you once try Carter's Little Liver Pills for sick headache, biliousness or constipation, you will never be without them. They are purely vegetable, small and easy to take. Don't forget this

Stub's Vegetable Blood Purifier—at all druggists. x

MINERALS AND MINING.

Great Showing on the Mascot—Rich Ore in the Mayflower—Sophie Mountain.

Compressor for the Commander—Salmon River Claims—Monte Cristo in Solid Ore.

(From the Rossland Miner.)

In the Snowdrop a tunnel has been started on the ledge that shows a full face of quartz from which assays ranging from $6 to $12 have been obtained.

No. 1 shaft in the California has six inches of clean ore, and there is more or less ore through the entire bottom. No. 2 shaft on the new north and south vein has some ore, and everything points to the near approach to a solid body. In the lower tunnel there are two feet of beautiful quartz all heavily mineralized. The face is improving every day.

There is no longer any room to doubt that the Jumbo is a great mine. A solid body of pay ore has been developed 10 or 12 feet wide, and at least 125 feet long and over 100 feet high.

A new ledge from eight to ten feet wide has been found on the south end of the Red Mountain. The discovery was made through float found in the drift in which an excavation was being made for the new compressor plant. This excavation is within a thousand feet of the War Eagle north side line and very close to the Mugwump ground.

A strike is reported in the Ivanhoe shaft, which is down about 35 feet, and a crosscut tunnel has been driven in 100 feet to cut the ledge and connect with the shaft. Early this week 18 inches of ore were opened up in the bottom of the shaft. The ore is the ordinary iron sulphide streaked with gray quartz. An assay showed $10 in gold. The ledge is five feet wide and the walls well defined.

After being put down 32 feet No. 2 shaft in the Phœnix has two feet of clean shipping ore in the bottom, and a drift has been started to the west into the hill on the vein, which now shows and has shown from the start two feet of absolutely clean fine-grained pyrrhotite. This ore carries very little copper, but averages over $30 per ton in gold.

The Caledonia company has resumed work on its very promising property. Superintendent Scrafford of the Evening Star has been retained to direct the work. A shaft house is being erected over the old shaft and as soon as it is completed and the shaft bailed out the work of sinking will be resumed. The Caledonia company's ground lies in the angle between the Evening Star and Silverine on the west and the Georgia and North Star on the south and east. It shows at least one good vein from which high assays have been obtained.

Some very fine looking ore has been brought into town from the Double Standard and Great Republic, on the Northport wagon road, near Clark's camp. Both claims are on the Colville Indian reservation. The Double Standard adjoins the international boundary line on the south and the Great Republic is next to it.

The Mayflower No. 2, on Deer Park mountain, between the Goldhunter group on the southeast and the White Bear and St. Paul on the northwest, has been purchased by John Coates, president of the Ottawa Gas Company, for $9,000 cash. The claim is considered a very promising one and is undoubtedly traversed by several strong veins.

There is a great showing of ore on the Mascot. At a depth of 20 feet the ore body has widened to fully five feet of very clean, fine looking ore. Superintendent Williams has also started work in the old Eldorado tunnel which was in about 70 feet. He has driven it about 25 feet further and Tuesday evening had a full face of ore, a magnificent showing.

The Butte shaft is down forty feet. The quartz strata has widened to two feet and is still swelling. Much of the material is sufficiently well mineralized with copper and iron pyrites to be called ore, and good looking ore at that. The hanging wall is well defined.

The new five-drill compressor for the Commander has arrived and is being put in place. It is from the Canadian Rand Drill Company. The bottom of the shaft is again in mixed copper ore, although no attempt has been made to follow the ore in sinking. The ore is perhaps the finest ore ever taken from the mine, and a solid body is expected at any time.

The strike on the Ivanhoe is very important, since it has a bearing on all the district on Sophie mountain. The strike shows that there is ore on Sophie mountain and it carries at least a fair value in gold.

A very pretty ledge of quartz has just been opened on the Norway, a claim lying on the east base of O.K. mountain, a few thousand feet south of the O.K. mine. One assay showed $5 in gold. This is very encouraging. It is a free milling quartz, resembling closely the O.K. ore, with the exception that no galena or copper pyrites can yet be observed.

On Saturday the Old Hundred and Wednesday mineral claims were purchased from the original owners by Reddin & Jackson and F. J. Walker for $7,000, practically cash. The property consists of twenty-nine acres lying between the Nest Egg, Sunset and Tuesday mineral claims. It is on Deer Park mountain, about half a mile from the business centre of Rossland. The claim is very promising. Most of the work done is on the Old Hundred, which has a nice showing of good ore in a prospecting shaft. Both veins on the Nest Egg undoubtedly run through the ground which also catches some other leads on which but little work has been done as yet, from the Goldhunter group.

Dr. Campbell and E. Bouche have an interest in four claims on Salmon river, midway between Waneta and Nelson, from which some very rich ore has been taken. The particular claim from which the ore comes is the Tamarack. An opening only six feet deep shows a good body of ore from which assays running up to $234 and $410 in gold have been made.

Work has now been begun on the St. Paul under the management of Moynahan & Campbell. The shaft is already down 20 feet, and some very good looking quartz carrying very pretty copper pyrites has been found. The indications are very favorable for the finding of a solid ore body in a short time.

The San Francisco is the scene of the latest strike. E. D. Martin, one of the principal owners, decided to endeavor to trace the ledge opened in a shaft on the Mariposa, just beyond the San Francisco's west line. The miners were directed to proceed stripping the vein up the hill to the west. This they did exposing the capping of a vein 12 to 15 feet in width for a distance of 100 feet.

Both tunnels of the Monte Cristo are in solid ore, the force of miners has been increased, and it is believed they have almost reached shipping ore.

A company which has been working along quietly but effectively in the Eastern Star Gold Mining company. It owns the Falu, a claim situated between Rock and Murphy creeks, and about a mile northeast of the Highland. At a depth of only seven feet they went through a fine ore body showing iron and quartz.

A strike of very rich ore has been made in the Mayflower. The tunnel on the south vein was down 64 feet last Wednesday and for several days before there had been 12 inches of ore in the bottom which ran about 170 ounces in silver and $13 in gold, giving a total value of about $114 per ton. This is probably the richest ore, taking it on the average, ever found in the camp. Mayflower ore several weeks ago gave a total value of $56 per ton. It will be seen, therefore, at a depth of 64 feet the ore has more than doubled in value.

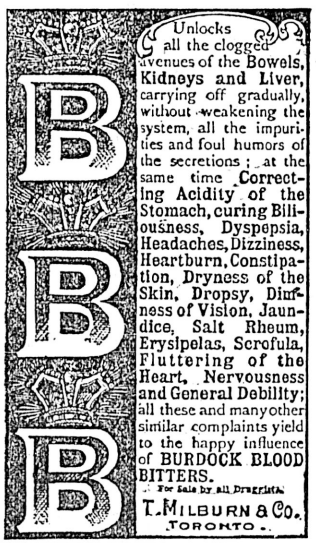
For the past two weeks the Walters company, controlling one-half of the Gold Hunter group, has had a force of men at work prospecting the property on the surface. Last week, seven samples taken from five openings occuring at intervals throughout perhaps two thousand feet of ground along the course of two veins gave the following interesting results: No. 1, 2 7-10 per cent. copper, 5 ounces of silver, 1 76-100 ounces of gold or $41.15 per ton; No. 2, trace of silver, $12.60 gold per ton; No. 3, 4 6-10 per cent. copper, 2 ounces of silver, 2 8-10 ounces gold or $47.55 per ton; No. 4, trace of silver and 77-100 ounces of gold or $15.50 per ton; No. 5, nothing; No. 6, six per cent. copper, 5 ounces of silver and 1 81-100 ounces gold or $36 per ton.

RUSH FOR GOLD.

Rush on the United States Sub-Treasury at Chicago.

CHICAGO, Nov. 2.—There was a run on the sub-treasury in this city to-day for gold. When the announcement of the San Francisco run was made public and $1,000,000 in gold received from the mint last week, the local sub-treasury noticed an increase in the number of persons who wanted to exchange bills for gold. To-day the rush began at the opening of the doors. An unbroken line passed in and out all day.

THE only business of interest before the meeting of the Natural History Society Monday night was the continuation of Mr. O. C. Hastings' polariscopic demonstration, which was highly appreciated by those present. The exhibition of specimens was preceded by an explanation of how light was prolonged, and how the various effects were produced. Apart from the many beautiful variations in form and color, which render the study peculiarly interesting and attractive, Mr. Hastings showed to what extent the science entered into the professional work of physicians and the economy of the arts and industry. In analysis it supplemented the most skilful investigations of the chemist and thus enabled him to discover what otherwise baffled his efforts.



NOTICE.

STOCK CERTIFICATES
STOCK LEDGERS, LITHOGRAPHED LETTER PRESS
STOCK JOURNALS,
MINERS' PAY SHEETS,
MINERS' CASH ABSTRACTS
MINING REPORTS,
MINING MAPS AND PLANS
SEALS.

WRITE FOR SAMPLES AND PRICES TO

THE COLONIST, VICTORIA.

GEORGE THOMPSON,

Late 34th Regiment, and in possession of the Mutiny Medal and Clasp for Lucknow, will be pleased to polish gentlemen's boots; honorarium, 10 cents. Campbell's Corner. oc18

STILL IN HIS PRIME.

North Hastings' Oldest Inhabitant Hale and Hearty.

Josias Moore, of Bancroft, Ont., one of the oldest and best-known residents of Hastings County, can boast of wonderful health and vigor for his age.

"Although I am over 84 years of age," he says, "I feel as young as ever I did."

Mr. Moore, however had a narrow escape from death about a year ago. "I was so bad with indigestion," he writes, "that the doctors gave me up. I tried various alleged remedies but found them no good. One day our popular druggist, F. C. Humphries, sent me a sample of Dr. Chase's Kidney-Liver Pills to try. The result was marvellous. After taking two I was able to get up. Then I sent for a box, I could soon eat anything. In a short time I was able to walk two miles, to Bancroft and back with ease."

Dr. Chase's Kidney-Liver Pills will, without fail, cure all kidney, liver, stomach and blood troubles. For sale by all dealers. Price 25 cents. One pill a dose; one cent a dose. Edmanson, Bates & Co., manufacturers, Toronto.

Chase's Syrup of Linseed and Turpentine is the latest discovery for coughs asthma and consumption. It is pleasant, quick and certain. 25 cents.

STOCK MINING BROKERS.

B. C. GOLD FIELDS CO. LTD.

TO-DAY'S QUOTATIONS.

Butte	6
Cariboo of Camp McKinney	42
Caledonia Consolidated	9½
Celtic Queen	10
Channe	20
Alberni Consolidated	89
Commander	25
Colonna	12½
Crown Point	48
Cariboo and Williams Creek	10
Deer Park (3,000)	17
Delacola	4
Elise	15
Evening Star (6,000)	25
Eldon	10
Golden Cadee	
Great Western	18
Golden River, Quesnelle	$5 00
Highland Light	8
Idler (Slocan)	7½
Ivanhoe (2,000 at 5)	10
Iron Mask	66
Jumbo	80
Josie	61
Josie Mac	10
Lilly May	15
Mayflower	33
Monte Cristo	18
Mineral Hill	7
Mugwump (1,500 at 16)	20
Novelty (2,400 at 10)	15
Poorman	9½
San Joaquin (4,250)	5
Silverine	9½
St. Elmo	14½
War Eagle	$1 70

HERBERT CUTHBERT, Western Manager B C. Gold Fields Co. Ltd.

MINING SHARES FOR SALE.

Alhambra (near Hall mines)	10
Bondholder (Slocan)	15
Butte	5½
Caledonia	10
Deer Park	18
Eureka Con	5
Eldon (Slocan)	10
Evening Star	25
Great Western	18
Good Hope	6
Grand Prize	6
Homestake	8
Iron Queen	3
Josie	66
Mayflower	14½
Mugwump	27
Northern Light (Slocan)	15
Noble Five	42½
Nest Egg	11
Norway	5
Silverine	11
St Elmo	13½
Virginia	23
Wonderful	11½

JOHN A. WILSON & CO., Mining Brokers, oc6 48 Langley Street, Victoria, B.C.

MINING SHARES FOR SALE.

Consolidated Alberni	33
Cariboo of Camp McKinney	44
Celtic Queen	10
Dellie, near Ainsworth	12½
Enterprise	20
Evening Star	27
Grand Prize, 1000 at 6	07½
Idler, near the Slocan Star	07½
Ivanhoe, 1000 at 5, 2000 at 6	10
Iron Mask	66
Josie	65
Mabel	15
Mayflower, 500 at 15	17½
Monte Cristo	18
Mugwump, 1000 at 16	20
Nest Egg	11
(In parcels of 100 shares each.)	
Norway (near the O K.)	05
O. K	30
Rossland-Red Mountain	25
San Joaquin	10
Van Anda, Texada Island	10
War Eagle	$1 70
Wolverine	08

A. W. MORE & CO., Mining Brokers, 70 Douglas Street.

Mining Shares.

Special Quotations:

MUGWUMP	20c.
ELISE	15c.
HIGHLAND LIGHT	8c.
COLONNA	12½c

GEO. SHEDDEN & CO., VICTORIA. oc8tf

LIONEL C. BARFF, MINING BROKER, Of the Victoria Stock Exchange of B.C.

Silverine, 9½c.; Josie, 63c.; Combination, 5c.; St. Elmo, 13c.; Good Hope, 7c.; Grand Prize, 6c.; Nest Egg, 10c.; Monte Cristo, 18c.; Wonderful, 11½c.; Noble Five, 41c.; Deer Park, 17c.; O.K., 30c.; Poorman, 9c.; Alberni Cons., 30c.

fe15 *Office—32 Langley St., Victoria.*

TRAIL CREEK.

Morning Star Gold Mining Co.

Capital $1,000,000.

Treasury stock at 12½c. per share. Shaft down 65 feet. Working three shifts. Centre Star men interested in this mine. Apply to

L. C. BARFF, Mining Broker, 32 Langley St. o11-1m

W. J. R. COWELL, B.A., F.G.S., Mining Engineer and Assayer

28 BROAD ST., VICTORIA, B.C. se5

W. Pellew Harvey, F.C.S.

(Mem. N. Eng. Inst. M. & M.E.)

Mining Engineer and Assayer.

Mill tests made up to 2000 lbs. VANCOUVER, B.C. ap11-tf

MATERNITY HOME for married ladies, 199 Johnson street. Applicants please apply at the Home, or to Mrs. Higgins, Cadboro Bay road, or Mrs. Flumerfelt, Pemberton road.

READY REFERENCE LIST —OF— VICTORIA FIRMS.

ACETIC ACID MANUFACTURERS.
BEST GOODS—The Canada Paint Co. Ltd.

BAKERS AND CONFECTIONERS.
M. R. SMITH & CO., VICTORIA, B. C., Manufacturers of all kinds of Plain and Fancy Biscuits and Cakes.
HOT PORK AND MUTTON PIES daily at Henry Clay's, No. 39 Fort street.
NEW ENGLAND—M. & L. Young, props.
H. A. LILLEY, City Candy Factory. Ice cream and soda. 105 Douglas St.
VICTORIA CANDY FACTORY, 114 Yates St.
TRY Kippen & Botsford's Edinb'gh brown bread.

BICYCLE REPAIRING.
HUTCHINGS & GILBERT—36 Fort street.

BOOTS AND SHOES.
TRY OUR MEN'S WILD-BOAR BOOTS at $3.50. James Maynard, opposite City Hall.
R. GILL—Soling, 75c.; heeling, 25c. and up, for repairing. 42 Government street.

BOOK EXCHANGE.
CASHMORE'S, 99 Douglas street; buy and exchange all kinds of books and novels.

BLACKSMITH.
JOHN COOK—Horse-shoer, 103 Yates street; all work guaranteed.

CARRIAGE BUILDERS.
W. MABLE, carriage builder and trimmer. Johnson street.

CIGAR MANUFACTURERS.
KURTZ & CO., Pioneer White Labor Cigar Factory, 7 Trounce avenue.

COMMISSION MERCHANTS.
SINCLAIR & CO., 3 and 5 Store street.

COLOR MAN'F'RING—DRY AND OIL.
GOODS GUARANTEED—Canada Paint Co. Ltd.

CUTLERY.
COMPLETE STOCK AT FOX'S, 78 Government St. Grinding and sharpening a specialty.

DRUGGISTS, CHEMISTS, ETC.
GEO. MORISON & CO., Toilet Articles. 55 Gov't St. Prescriptions accurately prepared.
TAKE your prescriptions and recipes to Shotbolt, the Pioneer Druggist, Johnson street.
CENTRAL DRUG STORE—Hall & Co., Props. Chemicals, etc., cor. Yates and Douglas Sts.

DEALERS IN TEAS, COFEES & COCOAS.
VICTORIA TEA HOUSE, 79 Government St. Fine teas, coffees and cocoas.

ELECTRICAL SUPPLIES, ETC.
GEO. C. HINTON, supplies and fixtures; complete stock. 36 Government street.
VICTORIA ELECTRICAL WORKS—36 Fort St.

FANCY GOODS, DOLLS AND TOYS.
LATEST NOVELTIES in above arriving every week; see them. W. Wilby, 91 Douglas St.
JAPANESE STORE, on Douglas street—New goods just arrived.

FLAG AND SAIL MAKERS
F. JEUNE & BRO.—Tents for hire. 127 Gov. St.

FURNITURE.
B. C. FURNITURE CO.,—Bedroom and parlor suites, carpets etc.; popular price for cash.
WEILER BROS.,—Furniture, carpets, crockery, etc. Largest stock in the Province.

FURNITURE BOUGHT AND SOLD.
DUCK & CO.'S Furniture Mart, 58 Broad street.

FOUNDERS AND BOILERMAKERS.
ALBION Iron-works; also manuf. of stoves.

FIRE ARMS, AMM. & FISHING TACKLE.
JOHN BARNSLEY & CO.—Largest stock; agents for bicycles and sundries; 119 Government st.

FUNERAL DIRECTORS AND EMBALMERS
CHAS. HAYWARD, 52 Government street.

FUNERAL DIRECTOR.
THOMAS STOREY—Residence 104 Fisguard; office 90 Johnson; pioneer; estab. 20 years.

GROCERIES AND PROVISIONS.
WATSON & HALL, 55 Yates street; telephone 448. Orders called for; goods delivered.
FRED CARNE, JR.—Tel. 186, cor. Yates & Broad
GEO. G. MUNRO—8 bars Electric soap for 25c. 89 Government street, opposite Post Office.
FELL & CO., family grocers and provisions, corner Broad and Fort streets.

GENTLEMEN'S FURNISHINGS.
FULL LINE, ALL KINDS — GOOD VALUE, fair prices. The London House, 47 Johnson.
GOOD VALUE — LATEST STYLEST — LOW prices. B. Williams & Co., 97 Johnson street.

HOUSE AND SIGN PAINTERS.
R. LETTICE — Paints, oils, varnishes, etc. Window glass and wall paper.

HARDWARE.
GO to SHORES, hardware, for sporting goods; bicycles at cost.
E. G. PRIOR & CO.—Hardware and Agricultural Implements. Cor. Johnson and Gov't.

HOTELS.
OCCIDENTAL—$1 to $1.50 per day. Under management of Walter Porter.
DOMINION—Popular prices; all comforts of higher price hotels. Free 'bus; meals 25 cts.
QUEEN'S—Am. and Europ. plan, cor. Store and Johnson Sts. J. C. Voss, Prop.
BRUNSWICK—Temperance hotel, Douglas st.
NEW ENGLAND—M. & L. Young, props.

INSURANCE—LIFE, FIRE, ACCIDENT.
R. S. DAY—Guarantee Insurance, 42 Fort street.
LEE & FRASER—Canadian Mortgage, Loan & Insurance Co. of Toronto. 11 Trounce ave.
SUN LIFE ASS'N—Harman & Co., 44 Broad St.
A. W. MORE & CO., 70 Douglas street.

HORSE-SHOEING.
W. C. BRYANT—92 Douglas street.

JEWELLERS.
REDFERN, 43 Government street, for English hall marked sterling silverware.
W. H. PENNOCK—Repairing, 64 Yates street.
MARINE Chronometer Adjuster. S. A. Stoddart, 68 and 68½ Yates street.

JAPAN COLORS.
FOR Carriage Builders—Canada Paint Co. Ltd.

LOCKSMITHS.
KEY FITTING in any part of the city; lock repairing; full stock keys, etc. 58 Fort street.

LIVERY AND TRANSFERS.
VICTORIA TRANS. CO., 21 Broughton st.—Largest stock of horses, carriages, etc., for hire.
VICTORIA TRUCK & DRAY CO—Telephone 13.
DOMINION STABLE CO.—Boarding, Hack and Livery. 34 Blanchard street. Telephone 449.

LACQUER MANUFACTURING.
FOR CANNERIES—Canada Paint Co.

MINING BROKERS.
A. W. MORE & CO., 70 Douglas street.
BEAUMONT BOGGS—Opposite Driard—A.B.C. code; quotations on application.

MONUMENTAL AND MARBLE WORKS.
A. STEWART—Stone yard, corner Yates and Blanchard streets, P.O. Box 877.

MUSIC AND SEWING MACHINES.
FLETCHER BROS., Agents for Pianos, Organs and Musical Instruments. 88 Govern't St

MATTRESS AND LOUNGE UPLOLSTERER
UPHOLSTERING, Mattress and Lounge Repairing at lowest figures. 146 Yates street

MANTLES, GRATES AND TILES.
McKILLICAN & ANDERSON,—Mantels, grates, and tiles. Cor. Langley and Courtney Sts.

MERCHANT TAILORS.
ATTENTION—Largest importers of woollens in province. Thomas Bros. & Grant, next P.O.
T. W. WALKER, Practical Tailor, 22 Trounce av.

MANUFACTURING JEWELERS.
E. F. ROBINSON—Diamond setter. First-class work; reasonable prices. 37 Fort street.

NOVELTIES.
114 YATES ST.—G & W. Barber Bros —"Luxure" bread knives, "Tarbox" sham holders, etc.
ALLUMINUM—Mason's Book Ex., 46 Gov't St.

OIL STAINS AND ENAMELS.
BEST MADE—Canada Paint Co. Ltd.

ORIENTAL TAILORS.
CHARLEY & CO.—Best work. 146 Gov't St.

POTTERY AND FIRE CLAY GOODS.
B.C. POTTERY CO.—Drain tiles, paving bricks, stove linings, chimney tops, flower pots.

PLATE GLASS.
WE CARRY LARGEST STOCK of Plate Glass west of Ontario. J. W. Mellor, 76-78 Fort St.
R. LETTICE, dealer in paints, oils, varnish and window glass; agent for Brilliant Sign Letter Co., and Aspenall's Enamel. No. 46 Fort street. mr17

PAINTING, GLAZING, PAPER-HANGING.
A. SEARS, 114 Yates street.

PLUMBING AND HEATING.
R. J. NOTT, 50 Yates St.
A. BARKER—All kinds of jobbing; 122 Yates St

PHOTOGRAPHERS.
PRESTON'S ART STUDIO, 56 Fort street.
TAKE YOUR BABIES TO EYERS, 76 Yates St. for instantaneous photos.
MAYNARD'S ART STUDIO, No. 41 Pandora street, dealers in all kinds of photographic material; views of British Columbia and Alaska. Same Block—Maynard's Shoe and Finding Store 41 Pandora street; boots, shoes, leather and shoe findings; "K" boots a specialty fe1

PROPRIETORY REMEDIES.
BRITISH COLUMBIA VIAVI CO Rooms 41 to 42, Five Sisters Block.

REAL ESTATE & FINANCIAL AGENTS.
FLINT & PROSSER, mining brokers and insurance agents. P.O. box 468. 18 Broad street.
A. W. JONES & BRIDGMAN, Agents Can. Life, Phœnix and Caledonian Insurance Co.'s.
SNAPS—For sale—Small house and lot, price $300; small house with large corner lot, good garden, $850; good house and lot (Rock Bay) assessed for $1500, price $875. 104 Yates St.
BEN WILLIAMS—Plate glass, accident and fire insurance, 46 Fort street; P.O. Drawer 66.
A. W. MORE & CO., 70 Douglas street.

READY MIXED PAINT MANUFACTURERS.
BRANDS ESTABLISHED—Canada Paint Co.

RUBBER STAMP MANUFACTURERS.
G. & W. BARBER BROS., 114 Yates street.

RESTAURANT.
GLOBE—Meals 25c. up. 42 Yates St. Mrs. White.
POODLE DOG—Popular prices; always open. W. Croft, Prop 49 Yates street.
REMOVED—IMPERIAL—To 35-37 Yates St.; Meals 25 cents. Garland, Prop.

SEAL ENGRAVING AND EMBOSSING.
W. H. PHILIPPS, 39½ Douglas, south of Fort St.

SADDLE AND HARNESS MAKERS.
WM. DUNCAN, 92 Douglas street. Trunks and valises. Repairing promptly done.

STEAM DYE WORKS.
PROVINCIAL—Practical Dyers, Fort street.
SPECIALTIES—For the wet season at Paisley Steam Dye Works, established 1885. Gents' overcoats made water proof from 50c. to 75c; ladies capes and cloaks from 25c. to 50c.; mackintoshes cleaned, dyed and repaired; feathers cleaned, dyed and made over in all the latest styles. J. Allison, proprietor, 116 Yates street.
BRITISH COLUMBIA—Tel. 200—Largest estab.; country orders solicited. 141 Yates street.
60 DAY CHEAP RATES, at Pioneer Dye House.

SOAP MANUFACTURERS.
PENDRAY—Laundry soaps and extracts, sal-soda, blueing, stove polish, vinegar, etc.

STEAM COFFEE AND SPICE MILLS.
STEMLER & EARL, Coffee, spices, mustard and baking powders Pembroke St. near Gov't.

SAW AND PLANING MILLS.
TAYLOR MILL CO.—Lumber, sashes and doors

SEWING MACHINES.
SINGER MANUFACTURING CO., 38 Broad st. All kinds of needles and repairing.

SODA WATER MANUFACTURERS.
CHRISTOPHER MORLEY—Essences, Syrups and Soda Water. 7 Waddington Alley.

TINSMITHS.
LEWIS LEWIS—All kinds of jobbing done. A complete line of tinware. 46 Yates street
CLARKE & PEARSON, sole agents McClary's famous stoves. Tinware M'f'g., 17 Yates St.

VETERINARY SURGEONS.
S. F TOLMIE, Grad. Ont. Vet. Coll. Office 109 Johnson St.; tel. 182. Residence tel. 417.

VINEGAR, PICKLES, SAUCE, ETC.
IMPERIAL Vin. & Ext. Co., Phillips mgr., 115 Fort

VARNISH MANUFACTURERS.
RELIABLE GOODS—Canada Paint Co. Ltd.

WHOLESALE AND RETAIL BUTCHERS.
J. GOODACRE, Contractor by app't to Royal Navy and Dominion Government. Tel. 52.
THE BRITISH COLUMBIA MARKET CO., Ld., Gov't and Yates Sts., Butchers and Packers; wholesale and retail dealers in fresh, salted and smoked meats, lard, etc.; branch, Vanc'r.

WHITE LABOR STEAM LAUNDRY.
VICTORIA LAUNDRY, 152 Yates St. Tel. 172.

WOOD AND COAL.
COAL, $6; cordw'd, $3 50. Harman & Co., 44 Broad.
H. WARREN—6 Trounce avenue; Wellington coal; fir, oak and stove wood cut to order.

WHITE LEAD AND PUTTY MAN'F'RING.
OUR OWN MAKE—Canada Paint Co. Ltd.

J. HEANEY, Truck and Drayman, office 26 Yates street; Telephone 171; Residence 129 Superior street. mr

Advertisements under the heads of Lost, Found For Sale or To Let and Situations Wanted will be inserted at the rate of one cent a word each insertion. Payment always in advance. No advertisement received for less than twenty-five cents.

WANTS.

WANTED—Ten good decoy ducks. Key, 59 Kings Road 1-03-3t

WANTED—By young man, situation in private family; used to horses; or porter in hotel; 10 years' references; wages no object to good place. Address M.J., Colonist office. no3-3

WANTED—By Japanese situation as house boys and farming hands. Apply No. 5 Government street. no3-2t

WANTED—Board and lodging for lady and two children; girls; 2 and 13 years; centrally located. Address J., Colonist office, stating price and accommodation no3-5t

TWO young men would like work of any kind. Apply G.W., care Y.M.C.A. no1-3t

SALESMEN WANTED in every district to handle reliable goods; samples free; salary and expenses paid from start for full time; permanent employment For particulars write LUKE BROS. CO., Montreal. se2-3m

$18 A WEEK EASY—You work right around home, a brand new thing, no trouble to make $18 per week easy; wr te to us quick; you will be surprised how easy it can be done; send us your address anyway; it will be for your interest to investigate; write to-day; you can positively make $18 a week easy. Address, Imperial Silverware Co., Box B.N., Windsor, Ontario. oc3-1m

WANTED—Bright men and women canvassers for Canada and Australia; "Queen Victoria, Her Life and Reign," introduction by Lord Dufferin; a thrilling new book; sales marvellous; the Queen as girl, wife, mother, monarch; reads like romance; grandly illustrated; big commission; books on time; prospectus free to canvassers; exclusive territory; lots of money in it. The BRADLEY-GARRETSON CO., LTD., 49 Richmond Street W., Toronto, Ont. au27

TO LET OR LEASE.

A FARM to rent 3 miles out; reasonable terms. Address E.P., this office. oc24-6t

TO RENT—The offices on Douglas street lately occupied by Dr. Ernest Hall. Apply to E.B. Reed, 42 Fort street. oc29 6t

FURNISHED house to rent, 4 Battery street, Beacon Hill Park; 8 rooms, with lawn, flowers, etc.; small stable; rent very reasonable. Call at any time after 10 a.m. oc24-tf

TO RENT—Furnished residence with over an acre of orchard and garden, on Pemberton street, Cadboro Bay road; low rent to a suitable tenant. Apply to Wm. Wilson, 82 Government street. oc16-tf

COMFORTABLE room near Post Office offered to a gentleman; small family; no children; terms very easy. Apply A., Colonist office. oc14-1m

FOR RENT—Large front room, suitable for two; every convenience; breakfast if desired. Apply 5 Queen's avenue, near Government street. de24-tf

FOR SALE.

FOR SALE—100 acres of land 13 miles from Victoria. Address Mrs. G. Cole, Metchosin. oc14-1m

FOR SALE—Best household Coal and Wood at market prices. Apply Flint & Prosser.

MISCELLANEOUS.

F. ELWORTHY—Balance-sheets prepared, accounts audited, general agencies taken. Office, Board of Trade Building. au30 tf

MONEY TO LOAN by The Dominion Building and Loan Association, on Victoria real estate, repayable in easy monthly payments extending from 5½ to 12 years. A. W. More & Co., mortgage brokers, 70 Douglas street.

DRESSMAKING.

DRESS AND MANTLE MAKING.

132 VANCOUVER STREET.

MRS. MARSHALL

Is prepared to guarantee the Ladies of Victoria the very latest styles and most perfectly fitting garments. de1-tf

MUSICAL.

PIANOFORTE TUNING.

MR. A. F. OWEN,

Pianoforte Tuner, from J. & J. Hopkinson's, the well-known manufacturers of pianofortes, London, England; 12 years experience. Particulars as to my ability may be had from the above firm; 3½ years with Goodwin & Co., Victoria. Orders left at Hibben's Bookstore. fe5

Lumber! Lumber!

Arrangements have been completed whereby the Shawnigan Lake Lumber Co. Ltd., handles the local trade of the Chemainus mills, it will be to the advantage of contractors and others requiring lumber to call on the Shawnigan Lake Lumber Co. either at office on Discovery street or at the Chemainus yard on Sehl's wharf.

SHAWNIGAN LAKE LUMBER CO., LTD.
VICTORIA LUMBER & MANUF'G CO., LTD.

HANG WO HING KEE,

Importer and dealer n

Chinese and Japanese Fancy Goods.

New goods just arrived.

No 31 Cormorant Street, Victoria, B.C. P.O. Box 832. oc27

NOTICE.

The undersigned has for sale 150 head of prime grain fed hogs, average weight 240 pounds more or less. Would be ready for market in a month from date, or sooner if required.

Offers invited on the farm or delivered at the Vernon railway station.

GEO. WHELAN, Cloverdale Farm, Okanagan Mission Valley, B.C., Sept. 14, 1896 se17-2w

Sheet Music At Half Price

Including all the Latest Marches, Two-Steps and Popular Songs. A great variety of Folios, containing Songs and Instrumental Music at 50c. each. Postage is one cent on each sheet of Music and 10c. on each folio. Don't forget our address when in Seattle.

Winter & Harper,

oc17-tf Burke Building, SEATTLE, Wash.

MONEY MAKING AS AN APPLIED SCIENCE—The Chicago markets now offer a splendid chance for a comparatively safe investment on a careful, conservative basis. On the co-operative plan chances of big profits are largely increased. Write us for further particulars. Reliable information free on application. Monetary Grain Association, Chicago ap8

ED. LINES, General Scavenger 236 Yates street.—Yards, etc., cleaned. Orders left at Geo. Munro's, 89 Government street; Speed Bros., corner Douglas and Fort; or Blair & Gordon, corner Menzies and Michigan, will be promptly attended to. de3

NEWS OF THE PROVINCE

Nanaimo's Poultry Show to Be Held in January—Mineral Claims Staked.

Payment of Coroner's Jurors—Grau Opera Company—Vancouver Mining Interests.

(Special to the COLONIST.)

VANCOUVER.

VANCOUVER, Nov. 3.—Coronor McGuigan has written to the government asking them if it is legal to pay jurors at coroner's inquests. An answer has been received that the government has made no provision for the payment of jurors under the circumstances mentioned.

R. B. Ellis has returned from a trip to Toronto, where he has been interesting Easterners in B. C. mines.

Geo. Walker has been appointed to a position in the customs, E. White having resigned.

W. H. Allen, formerly of the Metropolitan hotel, has been appointed manager of the Manor House, Mr. Williams having resigned. Mr. Williams leaves for England in a few days.

The opera house was packed last night on the occasion of the first appearance of the Grau Opera Company. The audience were enthusiastic and the leading ladies were encored repeatedly. Everyone was pleased and satisfied.

The duty collected in the port of Vancouver for October amounts to $40,156; imports, $232,809; exports, $134,513; inland revenue receipts, $12,178. The returns show a large increase over the returns of the corresponding month of 1895.

The funeral of the late Mrs. Ladner took place yesterday at Ladners, and was attended by a number of Westminster citizens.

The Big Chief mine, operated from Vancouver, is making a magnificent showing. It is thought that the Le Roi vein is continued through several claims, including the Big Chief and Alice.

NANAIMO.

NANAIMO, Nov. 3.—A meeting of those interested in poultry was held in W. K. Leighton's office on Saturday evening, the question of having a show being discussed. It was decided to hold a poultry show some time in January, which, as it may be the only one held in the province this year, it is intended to make as great a success as possible.

The following records were made of mineral claims staked in this district during October: Dunsmuir district, 24; Texada, 15; Thurlow island, 14; Stewart island, 4; Sayward district, 3; South Nanaimo, 2; Valdez island, 1.

Yesterday there were two claims registered at the recorder's office from Thurlow island, the White Pine located by Thomas MacGuire, and the Red Pine located by James King.

TROUT LAKE.

(From the Kootenay Mail.)

The Great Northern is getting its trail in good shape for rawhiding to the wagon road.

The Silver Cup owners are going to extend the sleigh road up the South Fork to 7-Mile creek, where it will be met by the rawhide trail from the Cup.

The sleigh road from the Forks to the wagon road has been surveyed. Engineer Carry and 25 men are at work upon it.

FORT STEELE.

(From the Fort Steele Prospector.)

The construction of a telegraph line from Fort Steele to some point on the Great Northern railroad is spoken of.

The school has now a daily attendance of 25 pupils.

D. D. Mann, of the North Star mine, left for Montreal on Monday. About 500 tons of rich ore will be taken out and shipped.

Col. Ridpath has nine men working on the Sullivan group, and will have a large amount of ore to ship in the spring.

A party of Northern Pacific engineers have been looking over the situation near the head of Flathead valley. It is reported the railroad company are seeking to reach the Crow's Nest coal fields.

FERGUSON.

(From the Kootenay Mail.)

Surveyor Henderson is busy laying out Ferguson townsite.

Work on the rawhide trail from the Silver Cup to the Forks is being pushed rapidly ahead with eight men working on it. Thirty-two men are at work on the sleigh road from the Forks to the old Trout Lake wagon road.

Foreman Munroe is making a splendid showing on the Silver Cup.

Freight is still stacked up at Thomsons Landing, the delay causing considerable inconvenience and loss.

Ferguson & Cummings are doing a land office business at the Forks and intend putting a wing to and a new front on their hotel at once.

Mr. Astley, who represents Montana capital, took some mineral away from here and business may ensue.

BIG BEND.

(From the Kootenay Mail.)

The Smith Creek Hydraulic Company is working steadily and handling large masses of gravel. It will be a month or more before the works close down for the season.

Rumor has it that some Carnes Creek claims are about to pass to a strong English company. It is said the terms are arranged and papers drawn, and that the deal may be consummated any day.

The Orphan Boy claim, in the Ground Hog basin, is being worked by eight men, who will continue work all winter and put the property in good trim for the ten-stamp mill which is to be installed in April.

If sick headache is misery, what are Carter's Little Liver Pills if they will positively cure it? People who have used them speak frankly of their worth. They are small and easy to take.

'Tis strange to understand
How things will follow suit;
You ask the daughter's hand—
You get the father's foot.

MERCHANT MARINE.

Lloyd's Interesting Summary of Losses in British Shipping for Last Year.

Arrival of the "Mount Lebanon" at Portland—Entries and Clearances.

The statistical summary of vessels totally lost, condemned, etc., now published by Lloyds' Register, says the London Times, shows that during 1895 the gross reduction in the effective mercantile marine of the world amounted to 1,237 vessels of 806,278 tons, excluding all vessels of less than 100 tons. Of this total, 310 vessels of 372,463 tons were steamers, and 927 of 433,815 tons were sailing vessels. These figures exceed the average of the preceding four years by 62 steamers of 81,519 tons, and by 55 sailing vessels of 42,910 tons. As regards steamers owned in the United Kingdom, the return is also above the average, while as regards sailing vessels it is somewhat below. The increase in the case of the former is due, not to actual wrecks, but to the large tonnage broken up, condemned etc. Apart from such cases the United Kingdom steam tonnage lost during 1895 is only equal to the value of the last four years, notwithstanding that since 1891 the tonnage owned has increased by 1,500,000 tons. The summary exhibits interesting data as to the relative frequency of the different kinds of casualties, which conclude the existence of vessels. Strandings and kindred casualties which are comprised under the term "wrecked," are much the most prolific cause of disaster. To such casualties are attributable about 40 per cent. of the losses of both steamers and sailing vessels. The next most frequent termination of a vessel's career is by condemnation, dismantling, etc.; 20 per cent. of the vessels removed from the merchant fleets of the world are accounted for in this manner. Of the remaining causes of loss, collision is the most general for steamers (16 per cent.), and abandonment at sea, for sailing vessels (15 per cent.) Cases of abandoned, foundered and missing vessels may, perhaps, be regarded as frequently more or less similar in the circumstances of loss. If these be taken collectively, they comprehend 18 per cent. of the losses of steamers, and nearly 30 per cent. of the losses of sailing vessels. The percentages here given are based on the present return alone, but the order of frequency of the several classes of casuality appears to be normal. The return has been compiled in such a manner as to enable a comparison to be made between the percentage of loss suffered by each of the principal merchant navies of the world. Great as the annual loss of vessels belonging to the United Kingdom appears to be, it is seen to form a very moderate percentage of the mercantile marine of the country, and to compare favorably with the losses sustained by other leading maritime countries. The merchant navies which exceed a total of 1,000,000 tons are those of the United Kingdom, the British colonies, the United States of America, France, Germany and Norway. Of these countries, the United Kingdom shows the smallest percentage of loss, namely, 3 per cent. of the vessels, and 2.4 per cent. of the tonnage owned; the British colonies follow, with 3.4 per cent. of vessels and 3.7 per cent. of tonnage. As regards steamers, the percentage of loss for the six countries is 2.5, while the percentage for the United Kingdom stands at 2.23. For sailing vessels the six countries give a percentage of 6.3 as compared with 4.5 per cent. for the United Kingdom.

MARINE NOTES.

Tug Lorne returned to port yesterday after towing the lumber laden ship Grenada to sea. The weather being decidedly boisterous, the tug before returning was obliged to leave the Grenada in shelter in McCallum Bay.

Mr. F. C. Davidge, general agent of the O. R. & N. steamship line, was advised yesterday of the arrival of the Mount Lebanon at Portland. The Lebanon will be due here on the 10th inst.

Among the passengers leaving for San Francisco on the steamship Mexico last evening, were E. Duchemin, A. D. Campbell, F. J. Robb and wife, Miss J. L. Brown, J. L. McBain, R. Hocking and Edward Donald.

ENTERED.

Str. Charmer	from	Vancouver.
" City of Kingston	"	Port Townsend
" Rosalie	"	" "
" Mexico	"	" "
" Yosemite	"	Westminster.

CLEARED.

Str. Charmer	for	Vancouver.
" City of Kingston.	"	Port Townsend.
" Rosalie	"	" "
" Mexico	"	San Francisco.
" Yosemite	"	Westminster.

IN the city police court yesterday a male and a female drunk paid the customary penalties and two or three summons cases were remanded until Friday. Among these latter was the case of Captain A. C. Fielger, who is charged with assault on complaint of George Stewart.

WITH reference to the Sanden Electric Belt, advertised in another column, the COLONIST has been asked by Capt. J. W. Sayward of Belcher and Cook streets to state that he can fully endorse all that is claimed for that appliance, having used one for months. This testimonial is given entirely without solicitation and should carry considerable weight.

NO OTHER month in 1896 has been more busy with the police than October. The journal of arrests over which Jailers Allen and Mitten preside shows the following list of cases: Drunks, 49; stealing, 3; infraction of public morals by-law, 1; infraction of game amendment act, 1; threatening language, 2; assault, 5; malicious injury to property, 4; vagrancy, 9; aggravated assault, 2; obtaining money under false pretences, 3; fighting, 2; infraction of street by-law, 2; gambling, 1; unsound mind, 1; disorderly conduct, 3; supplying intoxicants, 3; infraction of health by-law, 1; safe keeping, 1; using obscene language, 1; interfering with an officer in the discharge of his duty, 1; and exposing for sale an offensive weapon, 1.

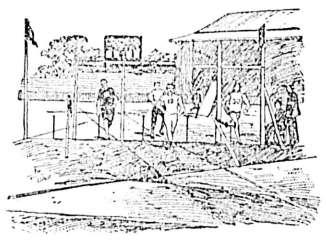
Subscribe for The Semi-Weekly Colonist.

A FOOT RACE RECORDER.

Also a Mechanical Adjudicator of Cycling Contests.

The great success of the starting machine at American race courses suggested to Mr. A. L. Baird of Sydney is the construction of a piece of mechanism quite as novel, though created for a somewhat similar purpose. The difference is that Mr. Baird's machine is not intended for use at horse races, but at foot races, run by human beings. Furthermore, it is not a starter, but a mechanical recorder of the results of a race. It was designed to do away with the human adjudicator in judging race finishes, substituting for the purpose a contrivance that will not be influenced by either partiality or excitement.

In Australia this machine has become a recognized institution and is pronounced infallible. The apparatus consists of a light framework erected at the finish line, with an opening about 4 feet wide for each competitor, the tracks, as is usual in this



FOOT RUNNING JUDGING MACHINE.

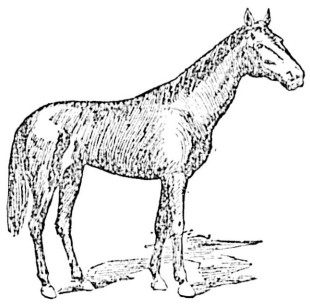
class of contests, being roped off, with a separate lane or way for each runner. Across each opening a string is stretched, connected by wires with sliding shutters contained in a small cabinet overhead. The shutters are numbered from 1 to 5 to correspond with the openings in the frame. Immediately the first man breaks his string the number of his track appears on the cabinet overhead, and the action of his number appearing locks the remaining numbers and prevents them from appearing, except in the case of an exact dead heat, when the two numbers appear simultaneously. Attached to this machine is a small cylinder on which the position of every man in the heat is clearly shown, and by an ingenious arrangement the distance separating each man is marked.

Mr. Baird has also invented a scheme for judging cycling racing. This machine differs widely from the one just described. It has never been put into actual use at a race meet, but a working model has been severely tested, with very satisfactory results. Across the surface of the track, at the finish line, a trench about 2½ inches in width is sunk. This trench contains five fine steel rods, slightly rounded at the top, which fit closely against each other, the highest one projecting about an inch above the track level, each succeeding one being about an eighth of an inch lower than its neighbor. Prior to use the surface of the rods is coated with white enamel or paint, and as the first wheel crosses the finish line it receives five distinct impressions on the surface of the tire, as shown in accompanying sketch; the next wheel to cross receives four, the next three, and so on. This is brought about by a simple mechanism which, as each wheel crosses the line, releases one of the bars which falls out of sight into the trench. Numerous tests have proved that the marks made on the tires are not obliterated by the revolutions of the wheel on the track after the winning line is crossed and prior to examination by the officials.

OGDEN IS GREAT.

The Winner of the Futurity Finds Himself Famous.

Ogden, the hitherto unknown western 2-year-old which ran away with the great Futurity stakes at Sheepshead Bay recently, remains the topic of turf talk. And no wonder, for the big brown son of Kilwarlin and Oriole, beloved of Trainer Camp-



OGDEN.

bell and Jockey Tuberville, won the richest racing prize of the year, and did it in such grand, masterful style that it excited admiration even among the disappointed horsemen whose fleetest fliers were matched against him. All honor be his, for while he was well bred and well trained, his great victory was accomplished by individual energy and ability.

Good Roads For All.

The increasing power of the cycling contingent should be used in the interest of roads in general, either in the direction of bettering them or creating new ones that will be open to all light vehicles and, when occasion requires it, heavy ones too. There can be no defensible argument favoring special privileges for cyclists everywhere. All should enjoy a wide, well made roadway. It will readily be admitted that special cycle paths in all directions would be a grand thing for the cyclists, but how about the general driving public? A great number of cyclists will say that many among the latter are inimical to cyclists and will often do all in their power to crowd them off the driveways. But while this is true there are also cyclists who are equally inimical to the driving public and insist on annoying them in many ways. Every story has a reverse side. There certainly exists no sane reason why good roadways should not be equally enjoyed by both classes. It is a mistake to agitate for anything else but good general roads in all parts of the country.

The Best Way To Cure

Disease is to establish health. Pure, rich blood means good health. Hood's Sarsaparilla is the One True Blood Purifier. It tones up the whole system, gives appetite and strength and causes weakness, nervousness and pain to disappear. No other medicine has such a record of wonderful cures as Hood's Sarsaparilla.

Hood's Pills are the best after-dinner pill; assist digestion, prevent constipation. 25c.

From Now Until Spring

Overcoats and winter wraps will be in fashion. They can be discarded, temporarily, while traveling in the steam-heated trains of the Chicago, Milwaukee & St. Paul Railway. For solid comfort, for speed and for safety, no other line can compare with this great railway of the West.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

BY ORDER OF THE MORTGAGEES.

Important Sale of First-class Business Properties in the City of Vancouver, B.C.

Mr. J. S. Rankin, Auctioneer, will sell by public auction, at his auction rooms, in the Thompson-Ogle Block, 523 Hastings street, Vancouver, B.C., on THURSDAY, the 12th day of NOVEMBER, 1896, at 2:30 o'clock in the afternoon.

1. The east half of lot 14, in block 6, part of old Granville Townsite, now the city of Vancouver. This property fronts 33 feet, or thereabouts, on Water street, and is covered or partly covered with the warehouse and premises now or lately occupied by Messrs. Major & Eldridge. The buildings are of brick and stone, and are fitted and suitable for a large wholesale provision or general merchant's business. They comprise three stories and a basement, with cold storage and plant and machinery for same. The sale includes all fixed machinery. At the rear of the premises is a siding connecting with the C.P.R. company's line.

2. Lot 7, in block 23, subdivision of district lot 541, city of Vancouver. This property is situate on Hastings street, between the building in course of erection by Messrs. Innes, Richards & Ackroyd and the Delbruck block; and its position is second to none in the city for the erection of business premises in the city.

Terms: Fifteen per cent. on the purchase price at the time of the sale, the balance on the 1st of January, 1897.

For further particulars and condition of sale apply to Messrs. Wilson & Campbell, Solicitors, Vancouver, B.C., or to

J. S. RANKIN, Auctioneer,
523 Hastings street, Vancouver.

oct5-eod-td

Wax Matches

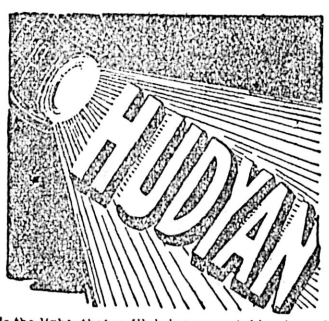
Made in Canada

Made for use in Canada

Sole makers in Canada

The E. B. Eddy Co., Limited.

HULL.



is the light that will bring a great big glow of Happiness to you. By it you will see how strong and vigorous your now weak body can be made. Hudyan is for man. The great Hudyan is to be had only from the Hudson Medical Institute. This wonderful discovery was made by the specialists of the old famous Hudson Medical Institute. It is the strongest and most powerful vitalizer made. It is so powerful that it is simply wonderful how harmless it is. You can get it from nowhere but from the Hudson Medical Institute. Write for circulars and testimonials.

This extraordinary Rejuvenator is the most wonderful discovery of the age. It has been endorsed by the leading scientific men of Europe and America.

HUDYAN is purely vegetable.

Strengthens, invigorates and tones the entire system. It is as cheap as any other remedy.

HUDYAN cures debility, nervousness, emissions, and develops and restores weak organs. Pains in the back, losses by day or night stopped quickly. Over 2000 private indorsements.

Send for circulars and testimonials.

TAINTED BLOOD—Impure blood due to serious private disorders carries myriads of sore-producing germs. Then comes sore throat, pimples, copper-colored spots, ulcers in mouth, old sores and falling hair. You can save a trip to Hot Springs by writing for 'Blood Book' to the old physicians of the

HUDSON MEDICAL INSTITUTE,
Stockton, Market and Ellis Sts.,
SAN FRANCISCO, California.

GEO. A. SARGISON,
NOTARY PUBLIC,
Accountant and Agent.
No 48 Langley Street

Esquimalt & Nanaimo Ry

TIME TABLE No. 27,

To take effect at 8 a.m. on Monday, November 2, 1896. Trains run on Pacific Standard Time.

GOING NORTH.

	Daily	Sat'day
	A.M.	P.M.
Lv. Victoria for Nanaimo and Wellington	8:00	3:20
Ar. Nanaimo	11:40	6:38
Ar. Wellington	12:00	6:55

GOING SOUTH.

	Daily	Sat'day
	A.M.	P.M.
Lv. Wellington for Victoria	8:20	3:30
Lv. Nanaimo for Victoria	8:40	3:15
Ar. Victoria	12:20	7:00

For rates and information apply at Company's offices.

A. DUNSMUIR, President. JOSEPH HUNTER, Gen'l Supt.

H. K. PRIOR, General Freight and Passenger Agent.

o629

NORTHERN PACIFIC

RUNS

2-TRAINS DAILY-2

—TO—

ST. PAUL, MINNEAPOLIS, DULUTH, FARGO, GRAND FORKS, CROOKSTON, WINNIPEG, HELENA, SPOKANE.

The only line running TWO daily trains across the continent.

The Only All-Rail Route to the Kootenay Gold Fields.

THROUGH TICKETS

To Chicago, Washington, Philadelphia, New York, Boston, and all Points East and South.

Also to CHINA AND JAPAN

Via the Northern Pacific SS. Co.

For full information, time cards, maps, etc call on or address

E. E. BLACKWOOD, Freight and Passenger Agent, Victoria, B.C.

A. D. CHARLTON, Asst. Gen. Pass. Agent, 225 Morrison St., cor. Third St., Portland, Or.

O. R. & N.

—AND—

UNION PACIFIC.

(THE OVERLAND ROUTE)

S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, Frederic R Coudert, Receivers.

IS THE DIRECT LINE

TO THE EAST

—VIA—

SALT LAKE CITY, DENVER, OMAHA, OR KANSAS CITY.

LOW RATES TO ALL EASTERN CITIES.

Ocean Steamers leave Portland every five days for

SAN FRANCISCO

European Steamship Tickets for sale via all lines.

For full details call on

R. HALL, Passenger Agent, Victoria, B.C.

Or address W. H. HURLBUT, Gen. Pass. Agent, Portland, Oregon.

E. McNEIL, President and Manager

ap24

No trouble

to furnish information about Splendid Service offered via "The North-Western Line" from Minneapolis and St. Paul to Milwaukee and Chicago—it's a pleasure. If you contemplate a trip East, please drop a line to T. W. Teasdale, General Passenger Agent, St. Paul, Minn., and receive Illustrated Folder free, with detailed information about the superb trains leaving Minneapolis and St. Paul every day in the week, together with any special information you may desire. Your Home Agent will sell you tickets via this first-class line and reserve you Sleeping Car Berths in advance on application. F. W. PARKER, Puget Sound Agent, Seattle.

Still the Fastest.

BUFFET LIBRARY CAR ROUTE — GREAT NORTHERN RAILWAY — TO ALL POINTS EAST.

ROCK BALLAST—NO DUST.

The Shortest Route to Kootenay Points.

OVERLAND..... Leaves Seattle 10 p.m. Arrives " 7:30 a.m.

COAST LINE ... Leaves Seattle 9:15 a.m. Arrives " 5:30 p.m.

For further information call on or address

R. C. STEVENS, G.W.P.A., Seattle. J. H. ROGERS, Agent, 75 Government St.

CANADIAN PACIFIC RY

THE ONLY TRANSCONTINENTAL ROUTE

Running Through Trains from the Pacific to Atlantic } WITHOUT CHANGE { First-Class Sleepers and Tourist Cars

Boston . . . .
Montreal . . .
O Toronto . . .
St. Paul . .
Minneapolis .

THROUGH THE GRANDEST SCENERY ON THE CONTINENT.

For particulars and all information apply to

GEO. McL. BROWN, Dist. Pass. Agent, Vancouver.

GEO. L. COURTNEY Agent, Cor. Fort and Gov't Sts, Victoria.

General Steamship Agency.

THROUGH TICKETS

To and From all European Points.

FROM MONTREAL.

Allan Line	Parisian	Nov 14
"	Laurentian	Nov 19
Dominion Line	Angloman	Nov 11
"	Canada	Nov 14
Beaver Line	Lake Superior	Nov 18
"	Lake Winnipeg	Nov 21

FROM NEW YORK.

Cunard Line	Umbria	Nov 14
"	Lucania	Nov 21
American Line	Paris	Nov 11
"	New York	Nov 18
Red Star Line	Noordland	Nov 11
"	Friesland	Nov 18
White Star Line	Britannic	Nov 11
"	Majestic	Nov 18
North Ger. Lloyd	Aller	Nov 17
"	Weimar	Nov 21
French Line	La Champagne	Nov 14
"	La Touraine	Nov 21

For LOWEST RATES, berths, tickets, sailing lists and all information apply to

GEO. L. COURTNEY, General S.S. Agent.

Cor. Fort and Government Sts., Victoria.

Pacific Coast Steamship Company.

The Magnificent Steamers Umatilla, City of Puebla and Walla Walla, ply between Victoria, B.C., and San Francisco direct, (carrying Her Majesty's Mails).

Leave Victoria, B.C., for San Francisco 8 p.m	Due San Francisco a.m.
Oct... 4, 9, 14, 19, 24, 29	Oct... 7, 12, 17, 22, 27
Nov... 3, 8, 13, 18, 23, 28	Nov... 1, 6, 11, 16, 21, 26
	Dec... 1

Leave San Francisco for Victoria, B.C. 9 a m	Due Victoria, a.m.
Oct...1, 6, 11, 16, 21, 26 31	Oct... 3, 9, 14, 19, 24, 29
Nov ..5, 10, 15, 20, 25, 30	Nov .. 3, 8, 13, 18, 23, 28
	Dec... 3

The Magnificent Steamer City of Topeka leaves

Victoria for Alaska.	Due back at Victoria
Oct. 14, 29. Nov. 13, 28, Dec. 13, 29.	Oct. 26, Nov. 10, 25, Dec. 10, 25, Jan. 10.

The Company reserves right to change steamers or sailing dates.

R. P. RITHET & CO., Agents, 61 & 63 Wharf St., Victoria, B.C.

GOODALL, PERKINS & CO., Gen. Agts, San Francisco

ESQUIMALT & NANAIMO R'Y.

STEAMER City of Nanaimo

W. D. OWEN, Master.

Sails as follows, calling at way ports as freight and passengers may offer:

Leave Victoria, Tuesday, 7 a.m.
" Nanaimo for Comox, Wednesday, 7 a.m.
" Comox for Nanaimo, Friday, 7 a.m.
" Nanaimo for Victoria, Saturday, 7 a.m.

For freight or staterooms apply on board, or at the Company's ticket office, Victoria station, Store street. ap25

C. P. Navigation Co., Ld.

TIME TABLE No. 27.

Takes effect June 21st, 1895.

Vancouver Route.

Victoria to Vancouver—Daily, except Monday at 2 o'clock.

Vancouver to Victoria—Daily, except Monday, at 13:15 o'clock, or on arrival of C.P.R. No. 1 train.

New Westminster Route.

LEAVE VICTORIA for New Westminster, Ladner's Landing and Lulu Island—Sunday at 23 o'clock; Wednesdays and Fridays at 7 o'clock. Sunday's steamer to New Westminster connects with C.P.R. train No. 2 going East Monday.

For Plumper Pass—Wednesdays and Fridays at 7 o'clock.

For Moresby and Pender Islands—Friday at o'clock.

LEAVE NEW WESTMINSTER for Victoria—Monday at 13:15 o'clock; Thursday and Saturday at 7 o'clock.

For Plumper Pass—Thursday and Saturday at 7 o'clock.

For Pender and Moresby Islands—Thursday at o'clock.

Northern Route.

Steamships of this Company will leave for Fort Simpson and intermediate ports, via Vancouver, the 1st and 15th of each month at 8 o'clock. When sufficient inducements offer, will extend trips to West Coast points and Queen Charlotte Islands.

Barclay Sound Route.

Steamer Maude leaves Victoria for Alberni and Sound Ports the 10th, 20th and 30th of each month.

The Company reserves the right of changing this Time Table at any time without notification.

JOHN IRVING, Manager

G. A. CARLETON, General Agent.

Victoria, January 1st.

CHAS. HAYWARD,
Funeral Director and Embalmer
52 Government Street, Victoria.
The largest and best appointed Undertaking Establishment in the Province.

The Colonist.

WEDNESDAY, NOVEMBER 4, 1896.

Published Every Day except Monday
by
The Colonist Printing & Publishing Company, Limited Liability.

W. H. ELLIS, Manager. | A. G. SARGISON, Secretary.

TERMS:

THE DAILY COLONIST.

Per year, postage free to any part of Canada.....$10 00
Parts of a year at the same rate.
Per week, if delivered..... 20

THE SEMI-WEEKLY COLONIST.

Published Every Monday and Thursday
Per year, postage free to any part of the Dominion or the United States..... $1 50
Six months..... 75
Subscriptions in all cases are payable strictly advance.

ADVERTISING RATES.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business, Government and Land Notices—published at the following rates, per line, solid nonpareil, the duration of publication to be specified at the time of ordering advertisements:

More than one fortnight and not more than one month, 60 cents.

More than one week and not more than one fortnight, 40 cents.

Not more than one week, 30 cents.

No advertisement under this classification inserted for less than $2.50, and accepted other than for every-day insertion.

Theatrical advertisements, 10 cents per line each insertion.

Advertisements unaccompanied by specific instructions inserted till ordered out.

Advertisements discontinued before expiration of special period will be charged as if continued for full term.

Liberal allowance on yearly and half-yearly contracts.

WEEKLY ADVERTISEMENTS—Ten cents a line solid nonpareil, each insertion. No advertisement inserted for less than $2.

TRANSIENT ADVERTISING—Per line solid nonpareil: First insertion, 10 cents; each subsequent consecutive insertion, 5 cents. Advertisements not inserted every day, 10 cents per line each insertion. No advertisement inserted for less than $1.50.

Births, Marriages and Deaths, $1.00; funeral notices, 50 cents extra.

Where cuts are inserted they must be ALL METAL—not mounted on wood.

VANCOUVER:

Branch Office of THE COLONIST, 411 Cordova street. A. GOODMAN, Agent.

TARTE'S "TREASON."

Mr. Tarte's speech at the Winnipeg banquet has given great offence to his French Canadian compatriots. During the election campaign Mr. Tarte was one of the most enthusiastic maintainers of the rights of the Manitoba minority that there were in the Province of Quebec. He denounced the remedial bill of the Bowell government as too weak, as not giving to the minority what they were entitled to get under the Constitution; and he loudly demanded the restoration of the denominational schools which had been taken from them. Now, when Mr. Laurier and he have got what they were working for, he has lowered his tone and is satisfied with a settlement in which very little indeed is conceded to the minority. This is what Le Monde says about Tarte's twisting on the school question:

It will not make his reputation as a speaker, but will confirm the reputation for cynicism which he has so justly acquired. It is impossible for one to so calmly turn around and burn what was adored; it was a cowardly capitulation to an opponent; the most sacred principles were trampled under foot. And it is in the name of the Catholic Province of Quebec that this traitor dared speak to the fanatical persecutors of the Catholics. It was in our name that he capitulated and accepted the national schools, that is to-day the neutral, Godless schools. Halte la, Mr. Tarte! You have not the mission to speak in the name of the French Canadian Catholics.

Do not imagine that they will turn around as quickly as you turned yourself on this school question. The Catholics who voted for Mr. Laurier and his candidates did so only because the promise was made them that full and complete justice would be rendered their brethren of Manitoba, and that they would receive more than the Remedial Bill gave. Mr. Tarte made the same promises, and now he is prepared to betray them. If the French Canadians, loyal and confiding, repose their confidence in those who promised them justice, they are without mercy for traitors who betray their confidence and attempt to give them up to the enemy. Mr. Tarte is now completely unmasked. The hour of reckoning is fast approaching.

La Presse is equally emphatic. It says that if the summary of Mr. Tarte's speech at Winnipeg, as published, is correct, it must be inferred that the Laurier Cabinet has capitulated and given up separate schools:

The Liberal party, it states, was put into power at least by the Province of Quebec upon the solemn promise made by Mr. Laurier to settle the separate school question, and that in a more satisfactory manner than the Conservatives with the Dickey bill. All settlement and all compromise which will not give the Catholics of Manitoba their separate schools will not discharge the Liberal party and much less the Hon. Mr. Laurier of the promises made before the elections. We do not blame Mr. Tarte for having changed his political allegiance, but we do deem any change on his part in the school question as treason.

La Presse continues that Mr. Tarte more than anybody else stood up for separate schools, and adds:

The Laurier cabinet is not free to settle the school question, it only reached by the will of the electors of the Province of Quebec, who confided in him only after having received a most solemn promise of settlement respecting the right of the Catholic minority. This is not a political question, but the honest carrying out of two bargains; the first concluded between the Manitoba Government and British North America in 1870, and the second between Hon. Mr. Laurier and the electors of the Province of Quebec. There may be a difference of opinion on the first; the second rests solely on the word of the Hon. Mr. Laurier.

Our contemporary is loth to believe that "Mr. Laurier, who is an honest man, has failed in all his promises and betrayed his word by giving up the Catholics of Manitoba to the mercy of the fanatics who are opposing them and has accepted a settlement which has taken away from the minority all the rights recognized by the Dickey bill."

Other French papers express themselves in the same strain. When it is remembered that Mr. Laurier owes his majority to the province of Quebec it may be readily seen how he will fare in that province when its inhabitants are convinced that he has played them false on the school question, and when they see him and his lieutenant, Tarte, denounced from one end of the province to the other as traitors. That Mr. Laurier and Mr. Tarte promised the electors that if he should be returned to power he would restore to the Roman Catholic minority their separate schools is beyond question, and that he condemned the Bowell Bill as a half-hearted measure is equally incontrovertible.

On these promises and assurances he gained the majority that carried him into power and that maintains him there. French-Canadians have no love for double-dealers. When once they are convinced that Mr. Laurier, Mr. Tarte, Mr. Geoffrion and others of the leading Liberals have not kept faith with them they will be indignant and they will make their indignation felt as soon as they have an opportunity to do so. Mr. Laurier and his colleagues in the Government are well convinced of this, and if all secrets were known it would, we believe, be found that it is fear of incurring the wrath of French-Canadians that is the cause of the delay and hesitation in settling the Manitoba school question.

SIR CHARLES TUPPER'S SPEECH.

A Conservative Convention, or rather conference, was held in Toronto on the 27th of last month. The attendance was very good—better, the Mail and Empire says, than was expected. The leading Conservatives of Ontario were there and took an active part in the proceedings. Among those who attended were Senators, members of the Dominion Parliament, members of the Provincial Legislature, candidates for seats in the Federal Parliament and candidates for representation in the Local Legislature. Presidents and members of Conservative Associations were there, either as delegates or deeply interested spectators. Sir Charles Tupper, the present leader of the Conservative party was there, and so was the late leader, Sir Mackenzie Bowell. There were among the members of the Conference several ex-members of the Dominion Cabinet. The reader will see from this that the gathering was a thoroughly representative one. Sir Charles Tupper presided. His address was a masterly one, and was well calculated to strengthen the confidence of Conservatives not only in the goodness of their cause and the soundness of their principles, but in the strength of their party. He reminded his hearers that the Liberal Conservative party was not beaten at the late election on any of the issues that had been before the country. This is what he said of the attitude of the Liberal party with regard to the trade question:

It is the first time, I believe, in the history of parliamentary government anywhere that a government ever succeeded in obtaining power without having carried a majority of of the constituencies in support of any policy which they had propounded. What had they been doing for eighteen years? They had been denouncing the policy of protection, adopted by the great Liberal-Conservative party—that policy which has made Canada what it is to-day—(cheers)—that National Policy which has advanced the progress and prosperity of our country, which has lifted us out of a condition of helplessness and poverty and placed us in a position in which we have become the envy of other nations, which has raised the credit of Canada to the very highest pinnacle ever attained by any country in the world except Great Britain. (Cheers.) They spent eighteen years in denouncing this policy and protesting to the people that the moment they obtained power they would destroy it, root and branch. At last they came face to face with the electors, and then they began to climb down, and to intimate that after all the condition of things was such that the great manufacturing interests, by means of which, they said, the people had been robbed, must receive a great deal of consideration, and in their private pledges they went a thousand times further than they venture to go in their public utterances. They thus got into power, in antagonism with every principle which for years they had been declaring to be true and sound, and without being able to say—as, indeed, they cannot say at this moment—that they have a mandate, from anybody for any purpose whatever. They certainly have received no mandate to adopt free trade, and they do not pretend they have, and so you find a heterogeneous collection of supporters behind a Government, themselves differing on the great fundamental principle as to what shall be the correct fiscal policy of the country. Their position is such that they have to follow humbly in the footsteps of the men whose policy they have so long denounced, or they have got to surrender power. When we see these gentlemen masquerading about, as many of them are, in our stolen clothes—(laughter)—we feel that they have paid us the greatest compliment it is possible for one party to pay to the other. I do not think they can adopt the policy which they will be compelled to adopt, if they wish to retain power, without the conviction sinking deeply into the minds of the electors, irrespective of party or class, that there are two parties in this country, one, a straightforward, honest and open party, who were prepared to propound publicly and before the world the platform upon which they stood and the principles they intended to carry out, and the other a party who are ready to abandon any principle they have enunciated and to abandon any policy they have propounded, provided they can only cling to office and the emoluments attached thereto. (Cheers.) I do not believe it is possible for a government to succeed in maintaining themselves in office by such a line of conduct without forfeiting the confidence and respect of the electors.

With regard to the other issue before the country—the school question—Sir Charles Tupper reminded his hearers that the Liberals were without a policy, or rather that they had one policy for one part of the country and another and a very different policy for another part. This is what he said on that topic:

Take the other question, that of the Manitoba schools, which influenced largely the result of the general election. In regard to that subject I do not hesitate to say there was witnessed, on the part of Mr. Laurier, the most open and shameless violation of every public principle ever exhibited by a public man in this country. (Cheers.) Mr. Laurier ventured on the floor of the House of Commons to denounce everything in the shape of coercion. The Legislature of Manitoba, he said, must be permitted to carry out their own views and their own policy without interference on the part of the Dominion Parliament. Yet the same man stood up in broad daylight in the Province of Quebec, and protested that if Manitoba proved obdurate, and would not give his fellow-countrymen and fellow-religionists the rights to which they were entitled, he would fall back upon the law and the constitution, and grant them a much stronger measure of relief than that which was proposed by my distinguished friend Sir Mackenzie Bowell, when he was Prime Minister. (Cheers.) Show me in the history of parliamentary government a similar case, in which any man claiming to be a political leader, professing to be the leader of a great party, made entirely different statements to two great sections of the country; to one section saying, "if you give me your support I will do so and so," and to another section, "if you give me your support you can rely upon it that I will never do anything of the kind." I say this is the first instance where anything of the kind has occurred. The responsibility of dealing with that important question now rests upon the shoulders of Mr. Laurier, and how he is going to show that he has pursued an honest, statesmanlike and straightforward policy in regard to this great and important matter, in view of all the facts, passes my comprehension, and I think will prove too much for even his ingenuity. (Laughter and cheers.)

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White Star Baking Powder
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PALATE-PLEASING
PASTRY.

In the Small Debts Court of Victoria.

The adjourned hearing of all cases pending in this Court on the 3rd day of June last will take place on Wednesday next, the 4th day of November. Sittings will be held at 10:30 o'clock a.m. for Ordinary Summonses, and at 2:30 o'clock p.m. for Judgment Summonses.

F. MACRAE,
Police and Stipendiary Magistrate.
2nd November, 1896. no3-2t

NOTICE is hereby given that an application will be made to the Licensing Board at its next sitting for a transfer to Thomas Garvin, of Victoria, of my license to sell wines and liquors by retail upon the premises known as the "Royal Hotel" (Trade Dollar Saloon) situate on the northeast corner of Fort and Douglas streets, in the City of Victoria.

Dated this 2nd day of November, 1896.
R. A. LAWRENCE KIRK,
By his Attorney in Fact,
no3- C. A. HOLLAND.

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Contains the opening chapter of a new Novel by HALL CAINE, author of "The Manxman," "The Deemster," etc., which promises to be one of his best.
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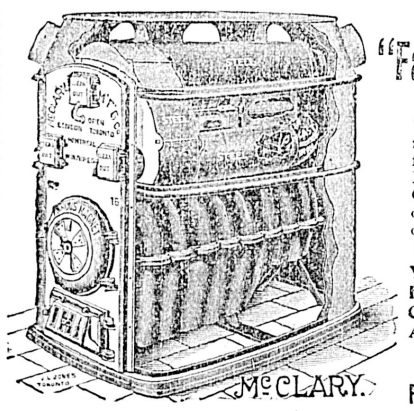
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It is no wonder that rubbers, which are not the same shape as the boot, should be uncomfortable. It costs money to employ skilled pattern-makers, but the result is a satisfactory fit. Each year new patterns are added, to fit all the latest shoe shapes, and Granby Rubbers are always "up-to-date." They are honestly made of pure rubber, thin, light, elastic, durable, extra thick at ball & heel.
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ARCADE NEWS.

61 cases of toys and fancy goods marked off and on view second floor.

THE CITY

See our new Imperial cabinet.—Savannah. x

SERGEANT WENYON, of the Marines, who was injured by a fall while attempting to cross the partially completed pile bridge at Point Ellice, was reported yesterday to be "recovering nicely."

NOTICE has been given by Ald. Marchant of a motion for reconsideration of the decision of the council that the wards redistribution by-law shall be submitted to the ratepayers before going into effect.

A WHIST party and social will be held at Castle hall by Victoria lodge, No. 17, K. of P., after the regular business tomorrow evening. All members are requested to attend, and members of Far West lodge, No. 1, and visiting brethren will be cordially welcome.

DR. S. D. POPE, superintendent of education, has consented to preside at the lecture to be given on Friday evening by Principal McIntyre of the Manitoba Normal school. The subject is announced as "The Mission of the Public School," and the proceeds of the lecture will be devoted to the library fund of the South Park school—at which the address will be delivered.

ALD. MACMILLAN yesterday gave notice of an interesting resolution which he will present for the consideration of the aldermanic board at the next session of that body, and which reads as follows: "That the sum obtained from the sale of hogs on account of the Old Men's Home up to this date during the present year, be placed to the credit of the appropriation for sundries for the home for the current year."

THROUGH an error, the bazaar and sale for which preparations have been making for some time past by the ladies of St. Paul's church, Victoria West, was stated to take place yesterday—the date arranged being next Tuesday, one week later. The collection of plain and fancy articles to be offered for sale is both large and attractive, and as reasonable prices are promised to prevail, the financial results of the bazaar should be very satisfactory.

THERE were lent from the Victoria public library during October 1,968 books—1,046 of these to ladies and 922 to gentlemen. The largest number issued in one day was 148 and the average number 76. Forty-six new members registered their names during the month; 21 of these being ladies and 25 gentlemen. There have been given to the library: "Hypatia," by Charles Kingsley; "The Mesmerist's Victim," by A. Dumas; "Campaign Echoes," by Youmans, and a series of maps of British Columbia, Quebec, New Brunswick and Nova Scotia, by the Geological Survey of Canada, from Ottawa.

STILL another resolution on the subject of the long interrupted direct communication between Victoria West and the city proper was bulletined yesterday for consideration at the next meeting of the city council. It stands in the name of Ald. Marchant and reads as follows: "Whereas, it appears that the building of Point Ellice bridge has been unduly retarded, thereby causing great inconvenience to the citizens; and whereas, the city engineer has been given full power for the prosecution of this important work, and has been repeatedly urged to hire sufficient men to work night and day, and to purchase the necessary materials where obtainable; resolved, that unless suitable explanations for the vexatious delay be forthcoming the city engineer be discharged forthwith."

Bass' XXXX on draught at the Occidental x

Welsbach Incandescent Gas Light, the only reliable light to be had, complete $3.50; Morris', Colonist Block. x

Brass hanging spark guards, at Weiler Bros. x

Just arrived, a fine line of razor strops at Fox's. Try our Tyhee and Beacon razors; each fully warranted. x

Our photos are permanent.—Savannah. x

THE funeral of little Maggie Lane, infant daughter of Mr. Oscar J. B. Lane, of Whittaker street, took place yesterday afternoon, attended by many sympathizing friends. Rev. S. Cleaver officiated at the house and at the cemetery, the pallbearers being Mabel Billingsley, Millie Billingsley, Flossie Mills and Mary Renfu.

THE Quadra Mining Company yesterday afternoon held a meeting at which it was decided to at once proceed to open up the Quadra and Ophir claims, part of the company's group of mines on Mineral Hill, Alberni. Mr. George Brown of Alberni, who has long been identified with the mining industry of that district, was appointed superintendent, and will at once put a force of men to work on the property, taking out ore.

THE Northern Pacific liner Olympia sailed from Yokohama on Sunday for Victoria, with large cargo and passenger lists. She brings 100 bales of silk and much tea, curios, etc. The Victoria will sail outward on Friday morning with a full cargo of flour, cotton goods, lumber, machinery, and over 100 passengers. Twelve inward Chinese passengers on the Victoria are still held on board the vessel pending further examination.

THE steamer Umatilla came off the Tacoma dry dock on Monday and proceeded to Seattle. She will return to Tacoma this week to load a cargo of wheat for San Francisco. On Sunday the Angeles brought to Tacoma from Port Townsend several tons of general freight which was damaged in the Umatilla wreck. The local agent of the steamer is making arrangements to have the goods appraised. At the opening of the goods the consignees are expected to be present.

DONATIONS during the month of October are thankfully acknowledged by the Friendly Help Association from Mesdames Worlock, Pemberton, Heisterman, Earle, W. Wilson, Reid, Tiarks, B. Seabrook, Hanington, Waitt, C. Kent, Tiedemann and Miss Russell, Geo. Morrison and the City of Victoria. Special thanks are also extended to Dr. John A. Duncan for gratuitously given professional services. During the month 23 families received aid at the hands of the society.

OWING to the direct contradiction of evidence for the defence and for the prosecution, Magistrate Macrae yesterday decided to commit for trial C. Sylvester and H. Lawry, charged with unlawfully entering Thomas Turnstead's house on the Saanich road. Bail in the sum of $250 was accepted. It was stated that the young men were out hunting, and one of them being acquainted with Turnstead they went to his house to visit him, but found no one home, and complications arising upon the return of the owner led to the case coming to court.

ST. SAVIOUR'S CHURCH, Victoria West, was filled to its capacity yesterday afternoon with a gathering that manifested deep regret at the loss of the late William Hooper Saunders, whose funeral services the occasion marked. Rev. W. D. Barber and C. Ensor Sharp conducted the services, which were very impressive, the appearance of numerous floral tributes illustrating in a measure the widespread sympathy felt. Solemn services were also held at the graveside. Those acting as pallbearers were Messrs. N. Hardie, H. S. Henderson, H. Fuller, L. Hardie, E. Flemming and Beaumont Boggs.

LAST evening at the residence of the bride's parents, the very interesting ceremony was performed by Rev. J. F. Betts, which united Miss Sarah Kermode and Mr. William Jones in marriage. The bride, who was most appropriately and becomingly attired, was given away by her father, Mr. Ed. Kermode, while the bridesmaids, Miss Frances Kermode, a sister, and Miss Mille Newby, a cousin of the bride, acquitted themselves creditably. Varied and beautiful presents testified abundantly to the esteem in which the young lady is held amongst her friends and fellow church workers, and it is safe to predict that Mr. and Mrs. Jones, who leave tonight for Revelstoke, their future home, carry with them the best wishes as well as the congratulations of all who know them.

Hungarian flour, $1.25 per sack at Johns Bros., Douglas street. x

Have you seen the Dress Lengths at The White House for one dollar and seventy-five cents. They are another example of our Cash System and the benefit it is to the public.
x HENRY YOUNG & CO.

Stub's Vegetable Blood Purifier—purely vegetable. x

Don't Wait

Till you catch cold before you think of getting proper Footwear. See our Cork-Soled Boots and buy now. They are GOOD Boots for moderate money.

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BOARD OF TRADE.

Delegates Appointed to Consult Other Cities About Railway Communication With South Kootenay.

Mr. Sorby's Harbor Plans—Questions to Be Brought Before Visiting Dominion Ministers.

The Council of the British Columbia Board of Trade held a short meeting yesterday, at which was discussed the resolution passed at the quarterly meeting of the board favoring direct railway communication with the Southern Kootenay mining country.

It was decided that the other boards of trade of the province be asked to appoint delegates and arrange a time and place convenient for a meeting with Messrs. G. Leiser and A. C. Flumerfelt, representing the B. C. Board of Trade, for the purpose of bringing before the government the desirability of such a railway.

Another matter taken up was Mr. T. C. Sorby's harbor improvement scheme, for which he asked the endorsation of the board. As it was thought desirable to have the scheme explained before an opinion was expressed upon it, a resolution was passed asking Mr. Sorby to attend a special meeting of the council on Friday evening at 8 o'clock.

An informal talk ensued on the questions that should be laid before Hon. Mr. Tarte, minister of public works, and Hon. Mr. Davies, minister of marine and fisheries, when they visit Victoria, and the secretary was instructed to draft a report. It will contain references to the desirability of having the Quadra kept in commission all the year as a preventive vessel, and the addition of a smaller boat for lighthouse tending. Under the head of aids to navigation the following will be urged as of pressing necessity:

Fog alarm at the entrance to Victoria harbor; light or gas buoy on Brotchie reef; light on Fiddle reef; fog signal on Sand Heads (as the present bell is useless); light and fog bell at English Bay, entrance to Burrard inlet; light ship or gas buoy on Gabriola reef; light on Ballenac island; light and fog alarm on Sisters; light on Yellow island, now unsatisfactory, requires a change in character or to have its location changed to Maple inlet; light and fog alarm on Cape Mudge; light and bell on Helmeken island, Johnson straits; light and fog alarm on Egg island, Queen Charlotte sound, light on Turn point, junction of main passage and Seaforth channel; and light on Ivory point, Millbank sound.

Other requirements, of a less urgent character, are: Light on Bare point, Chemainus; light on Jessie island, Departure bay; light on Grief point, Malaspina straits; light and bell, Pultenay point, Malcolm island; light on Gordon group at New and Goletas channels; light on Pointer island, Fitzhugh sound; light on Green Top and Lawyer islands; light on Birnie island, Port Simpson.

In this connection, Hon. B. W. Pearse expressed himself as of the opinion that a lighthouse board should be appointed for this coast, as he considered the best results would thereby be obtained in arranging where lights should be placed.

The Indian reservation, Fraser river dyking, dredging at the outer wharf, and Carmanah Point telegraph will be referred to in the report, and attention will be again directed to the destructive methods employed by the Americans catching salmon at Point Roberts, with a request that some means be taken to secure the co-operation of the United States government toward preventing the continuance of the system complained of.

R. W. WILSON, special travelling correspondent of the San Francisco Mining and Scientific Press, is in town, having come to British Columbia to visit the mining districts of the province in the interests of his paper. The growing importance of the mineral development of British Columbia is now attracting considerable attention in California, and Mr. Wilson predicts that next spring there will be a great influx of mining men from that state.

LAST night Rev. Dr. Lucas spoke at Emmanuel church, his lecture being upon "Thumbs Up, Thumbs Down," the same subject on which he spoke once last week. The lecture was very well received, and Mr. Wilfred Lucas, who has made quite a good impression with his excellent reciting and singing, added to the pleasure of the evening. To-night Rev. Dr. Lucas lectures in the Centennial Methodist church, his subject being "Fight."

SO LONG AS BREAD IS MADE

From Flour and Flour is made from Wheat, just so long will the best Bread be made from KEEWATIN "Best Patent."

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WHOLE WHEAT MEAL, Recommended by the Medical Profession.
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SELF-RAISING FLOUR, Prepared on Scientific Chemical Principles, and no deleterious substances used in its manufacture. No Baking Powder, Yeast or Salt required.
GROUND FEED,
BRAN, SHORTS, ETC.
RICE MEAL AND BROKEN RICE.

If your Grocer does not keep these in stock, write direct to the Mill.
125-d&sw

A LAST FAREWELL.

The Funeral of the Late W. R. Higgins Attended by Many Sorrowing Friends.

The general esteem in which the late W. R. Higgins was held and the deep sympathy felt for his family in their affliction was plainly manifested yesterday by the very large and representative attendance at the funeral. Flowers, too, were sent in such profusion as seldom happens at a private funeral. Among the tributes were a lovely lyre sent by the provincial government office, and a beautiful wreath in the form of a life-buoy from the J.B.A.A. The funeral procession extended from the house to the door of the Reformed Episcopal church, where the services were held. The Masonic fraternity attended in a body, as did the J.B.A.A., and after leaving the church the Fifth Regiment band, who attended voluntarily as an expression of respect for the dead, headed the procession and played on the mournful march to the cemetery. The Reformed Episcopal church was filled to the doors, many being even unable to find standing room. Rev. Dr. Wilson performed the services at the church, the choir singing the hymns "Nearer, My God, to Thee" and "Lead, Kindly Light." At the grave the Masonic burial rites were performed by W. M. George Glover and Rev. Dr. Campbell. The pallbearers were Messrs. T. B. Hall, R. H. Hall, Joseph E. Wilson, A. J. Dallain, E. E. Wootton, J. P. Hibben, Dr. Pope, H. B. W. Aikman, H. Kent, W. S. Gore, Major Gregory and R. F. Tolmie.

SPORTS AND PASTIMES.

THE WHEEL.

WITH ASSISTANCE FROM BOREAS.

BRANTFORD, Nov. 2.—One of the world's and two Canadian records went down at the Parkdale driving park yesterday. Tucker and Boake, on tandem, rode three-quarters of a mile, flying start, in 1:24 4-5 seconds, the new world's record. Angus McLeod, paced by two tandems, cut the Canadian quarter of a mile, flying start, record one-fifth of a second, making it in 24⅕. Fred Westbrook lowered the Canadian quarter-mile, standing start, record by three-fifths of a second, going the distance in 28 4-5. The riders were assisted by high winds.

HERE AND THERE.

RANDOM NOTES OF ALL SPORTS.

A general and important meeting of the Y.M.C.A. Football Club is called for this evening at the usual place and hour.

The senior fours of the Vancouver Boating Club and Burrard Inlet Rowing Club rowed over a mile and a half course for the Ferguson cup on Saturday. The Vancouver club crew won by five lengths. The Burrards won last year.

F. DE LESSERT, a Swiss sportsman, who has just returned from an extensive hunt after big game in the northeastern part of the province, left for home last night. With a party of guides and Indians he started about two months ago from Edmonton, in Alberta, and penetrated the mountains as far as the head waters of the Fraser. He was successful in bagging quite a number of mountain sheep, deer and other game, and was so well pleased with the result of his expedition that he expects to come back next year. He left on the Kingston last night for the Sound.

TO FACILITATE the compilation of a complete table of B.C. records, in all lines of sport, followers of field athletics are requested to send to the sporting editor of the COLONIST, any memo. of *authenticated* best performances in running, jumping, hammer-throwing, walking, putting the shot, etc., of which they may be in possession.

TO MAKE arrangements for the annual meeting to be held next week was the business of yesterday's session of the Y.W.C.A. The work was accomplished and an item of interest attached to the programme prepared is a report to be read by Mrs. McKilligan concerning the proceedings of the bi-annual conference of the society held in Hamilton in September last.

Buy Fruit Kettles at Cheapside. x

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All the satisfaction; all the wear; all the advantages, and all the Air-Tight Heaters you want. All the sizes; all the prices; all the different makes. Money back. Everything your way. Absolute guarantee, all at . . . . . .

Perry's Sheet Metal Works {COR. BROAD STREET AND TROUNCE AVENUE.

SURPRISE SOAP, 4 CAKES FOR 25c. RICHARDS' PURE SOAP at 5c. CAKE.

Golden Cottolene

1-LB. AND 3-LB. CANS.

Eastern Brands—Nabob, Dragon, Caravan Rajah and Monarch.

CEYLON BLENDS OF TEA, ALSO GOOD CEYLON BLEND AT 20C.

HARDRESS CLARKE,
YATES STREET, COR. DOUGLAS.

PERSONAL.

Rev. J. H. Best, of New Westminster, is in town.

W. N. Patten, of Alberni, is a guest at the Hotel Wilson.

Major and Mrs. Pemberton, London, are registered at the Driard.

A. Mallinson, London, is among the arrivals at the New England.

W. A. Child, Tacoma, and A. J. McTavish, London, are at the Driard.

F. Victor Austin came down from the Terminal City last evening and is at the Oriental.

Hon. S. Tollemache and B. Springer came over from the Mainland by last evening's Charmer.

Henry Anderson and W. C. Bell, of Westminster, and Henry Turvey, of Vancouver, are at the Occidental.

R. G. Penn and A. L. Ryals came over from Vancouver yesterday evening. The latter is quartered at the Occidental.

A. W. Vowell, superintendent of Indian affairs, returned yesterday evening from an official visit to the Mainland.

Harry Jones, a well known member of the Epworth League of the Metropolitan Methodist church, left last evening for South Africa.

J. Bennett, of the Point Comfort hotel, Mayne Island: J. Kirkham, of Plumper Pass, and Constable J. Richardson, of Prevost Island, are among the lately arrived guests at the Occidental.

Hon. D. W. Higgins returned yesterday from Kootenay, having been summoned home by the news of his son's death. His son-in-law, Mr. Thomas Corsan, accompanied him from Nelson, and he was met on the Sound by Mr. Frank Higgins.

Plated ware, cutlery, glassware, and a full line of domestic requisites, at Weiler Bros.

Stub's Vegetable Blood Purifier—local testimonials. x

Fire guards, spark guards, fire brasses, wrought iron kerbs for tile hearths, etc., at Weiler Bros. x

DR. GEO. H. HAYNES,

Graduate of the Dental Department of the University of California, is now located over the Bank of B.C., associated with DR. T. J. JONES, where all operations will be performed in a skillful manner. *Crown and Bridge Work a Specialty.* oc28-1m

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Make us think of

Music

In some form or another to pass away the time. You can get anything you want in this line from a Kazoo to a high grade Heintzman & Co. Piano from

WAITT'S MUSIC STORE,
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Latest Sheet Music always being received.

AMERICAN LINE.

New York to Southampton.

SS. PARIS.....Sailing Nov. 11, 10 a.m.
SS. NEW YORK.....Sailing Nov. 18, 10 a.m.

And every Wednesday thereafter.

For rates and accommodations apply to
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L. P. FISHER, Newspaper Advertising Agent 21 Merchants' Exchange, San Francisco is our authorized agent. This paper is kept on file in his office. j-8

OKELL & MORRIS'

Reasons for asking you to support local industries are:—First—We employ local labor; we buy the best selected local fruit; we use B.C. sugar, and our packages are made in B.C. We employ at different times from 15 to 40 hands, and with the select Fruit, Cane Sugar and Skilled Labor,

Manufacture the Finest Preserves in Canada

Don't buy old imported Jams; buy Okell & Morris'—pure and fresh.

THE BATTLE OF HAFIR.

Artillerymen Alone Come Into Conflict With a Most Determined Enemy,

Who Finally Fled in Confusion—Narrow Escapes of Gunboats.

The Times special correspondent sends the following interesting dispatch from the Soudan expedition, dated Hafir, September 21:

HAFIR, Sept. 21.—Some time back the Sirdar said that the Egyptian army would celebrate the longest reign of any British Sovereign by entering the town of Dongola on September 23; and there can be little doubt now that this prediction will be fulfilled. Since writing my last letter at Fereig our advance has been rapid. On the 17th our whole force, with the exception of the 5th Battalion, which was left to guard the line of communication, marched to Bargi, a distance of ten miles. On this and the subsequent marches the cavalry and horse artillery covered the front, while the camel corps marched in column on our left flank. The four brigades marched in as extended a formation as the nature of the ground allowed, in columns of double companies whenever that was possible. Our force was now as mobile as so large a body of men could possibly be; the organization was admirable; all heavy baggage had been left behind, and none but hospital tents were carried. Since we left Fereig our cavalry were constantly in touch with the dervishes, of whom about two hundred horsemen hovered around us and kept Wad el Bishara well informed as to our movements. The march to Bargi took us through a pretty country, and I began to realize that the accounts I had heard of the great fertility of the Dongola province had not been exaggerated. We traversed a green land of palms and bush and lush pasture, and round each village were fields of cotton, beans and ripening maize. The inhabitants stood in crowds outside each village, ragged and miserable looking creatures, who welcomed the troops with shrill cries of delight. During our march to Bargi we saw nothing of the gunboats, as they steamed up the western channel on the further side of the island of Arduan, which is three miles broad.

A HARD MARCH.

We bivouacked on the river bank and resumed our march at dawn on the 18th. We heard from the villagers that nearly the whole Dongola force, amounting to 4,000 men, under Wad el Bishara himself and about 50 emirs, was awaiting us at Kerman, so we looked forward to a warm engagement on the morrow. From Bargi we marched across the desert for ten miles, avoiding a deep bend of the Nile. On reaching the river bank again we found the steamers awaiting us. Here the men of the Staffordshire regiment disembarked. We halted till three in the afternoon and then marched to our bivouac eight miles off, on the river bank, opposite the island of Tunbus. This day was the hottest and most oppressive we have had for a long time; the route for the most part lay across soft sand, but the men of the Staffordshire Regiment displayed excellent marching qualities, and their pace was remarkably fast. The men have recently been engaged in repairing the railway line, and their hard work with pick and shovel has put them in good training; they look and are as fit as men can be. At Tunbus, unfortunately, one of our gunboats, the El Teb, grounded on a shoal, and I believe she has not yet been got off.

On Saturday, the 19th, we marched at 4 a.m. We passed through Abu Fatma, now in ruins, at dawn, and were then but four miles from Kerman. Our hopes of a brush with the enemy were now shattered by the information we here received from the inhabitants. Wad el Bishara, we were told, had transported his entire force, guns and supplies, across the river in the night, and now occupied Hafir on the west bank. At 6 o'clock we passed the fort which Wad el Bishara recently constructed at Kerman, a large square enclosure with stout mud walls loopholed, a place which, if well defended by his riflemen, would have cost us many men. I now rode up to a sandy hill on the river bank where our artillery was taking up its position and saw the first shot fired by one of our Krupp guns at 6:30. It was certainly a unique engagement. Our force of

FIFTEEN THOUSAND MEN SAT IDLE

on the sands under the burning sun, our artillery alone coming into action, and we watched a spirited encounter between our gunboats and the very determined enemy on the further bank. At this point the Nile is between 2,000 and 3,000 yards wide. In front of us were several large flat green islands, with villages, cultivated fields and pastures, on which were grazing numbers of cattle and goats. The low further bank of the Nile is lined with palm trees, and here, close to the village of Hafir, extended the enemy's defensive works. Wad el Bishara has throughout showed good generalship, and more especially did he do so in his selection of this position and in his method of fortifying it, which would have done credit to a European engineer. A continuous line of shelter trenches ran along the river bank, with loopholed mud walls so low that they afforded but a small mark to our gunners. Both to the north and south of this position were deep morasses, across which our men could have progressed but very slowly, had we landed a force and attempted to storm the entrenchments. Bishara had with him five small brass guns captured at Khartoum. They were served by eight Egyptian gunners, two of whom had formed part of Hicks Pasha's ill-fated force; the other six, one of whom had been a captain in the Egyptian army, were with Gordon at the fall of Khartoum. Their lives were spared by the dervishes, and they have been compelled for all these years to serve in the Mahdist army. They contrived to conceal themselves when Bishara evacuated Hafir, and came over to us on Sunday morning, greatly rejoiced at having regained their liberty. They stated that they would have been put to death had they refused to fire on us, but that they were careful to take very bad aim; however that may be, they made very good practice on our gunboats. The dervishes also had two Nordenfeldt guns at Hafir, and they probably jammed, as they were only in action for a short time. On the left of the dervish earthworks lay moored to the bank the small gunboat which Gordon had built during the siege of Khartoum, and about 25 large sailing vessels, some of which appeared to be of 40 tons burden. These we knew were laden with the whole of the grain that had been brought down from Dongola for the supply of Bishara's force.

THE ENGAGEMENT,

as I have said, opened at 6:30. For an hour our guns shelled the dervish position with apparently very little effect. Their five guns replied, but all their shot fell short. The riflemen opened fire upon us from their shelter trenches with Remingtons and Martini-Henrys, but at this long range few of their bullets reached us, and we had no casualties. But at 7 o'clock Commander Colville came up with his little fleet of three gunboats; the Tamai was his flagship, while Lieut. Beatty, R.N., and Capt. Oldfield, Royal Marine Artillery, commanded the Abu Klea and the Metemmeh respectively, and now a really exciting engagement commenced. Commander Colville's orders were that he should bombard the enemy's works, cut out their sailing boats if possible, and then steam up the river to Dongola, thirty miles distant. The gunboats followed the main channel of the river, under the western bank. Looking across the intervening islands, we saw each ship in turn steam up till she was abreast of the enemy's forts and rifle pits, deliver a well-directed fire at a distance of about 400 yards from her Krupps, Nordenfelts and Maxims, and then drop down stream again till practically out of range. These manœuvres were employed throughout the engagement, and well it was so, for every vessel would have

GONE TO THE BOTTOM

had they remained long exposed to the heavy fire with which the dervishes replied. I saw the rifle bullets plashing into the water round each vessel as she came within range, while the five dervish guns made excellent practice, and it was obvious to us that some of their shell attained their mark. While the gunboats were thus employed our shore batteries co-operated by pouring their heavy fire on the dervish position, but we did not succeed in silencing the enemy's fire. The defenders stuck to their guns with a splendid bravery, and their hot fire, as we afterwards ascertained, inflicted considerable damage on our gunboats. The bullets pattered against their sides and pierced all the deck cabins and other woodwork. One shell struck the Abu Klea between wind and water and entered her magazine; happily the shell was faulty and did not burst, so the dervishes were not gratified by beholding the blowing up of one of our vessels. Three shells also struck the Metemmeh, one passing through her smoke-stack, one through her cabin, and one through the gun shield at her bow. The casualties were numerous. Early in the day Commander Colville was shot through the wrist, but he continued to command his vessel; Armorer-Sergeant Richardson was killed, and 12 other men were wounded; many had very narrow escapes; a bullet, for example, passed through Lieutenant Beatty's helmet and another grazed his leg. The enemy's losses must have been heavy, and we saw a large body of dervish cavalry and camel corps retire for some distance into the desert, evidently with the object of getting out of range. They were shelled by our shore batteries and lost some men before they got away.

A DETERMINED ENEMY.

For three hours our gunboats were thus engaged, but they failed, accurate though their fire was, to silence our determined enemy. Then, at 9 a.m., Colonel Parsons was ordered to take two field batteries, one horse battery and the Maxim battery, with an escort of two companies of the Tenth Sudanese battalion, to the further side of the large island of Artaghasi, were they would only have the main channel, 1,200 yards broad, between them and the enemy. The Nile, having already subsided considerably, has left bare a somewhat swampy isthmus between the main shore and the island, across which the guns were carried without any difficulty. The guns took up their position on the westernmost point of the island, directly opposite the dervish defence. On riding over to this point I found our gunners busily engaged with the enemy. At this comparatively short range the fire was very effective. I saw several shells plug their fort, and the mud walls which sheltered the riflemen were knocked about a good deal; but still we were unable to silence the fire of the enemy, for whose extraordinary pluck we could not but entertain the highest admiration. Their riflemen opened a hot fire on us from their loopholes, but even at the range of 1,200 yards nearly all their bullets passed over our heads; the dervishes have shortened all their rifle barrels by about a foot so as to diminish their weight, but have placed no foresights on them, with the result that they always fire high. Three of our men, however, were wounded on the island, one of them subsequently died.

THE ENEMY'S LOSSES.

One of our shells struck the dervish steamer below the water line; she gradually heeled over until her deck faced us, then sank in shallow water, so that a portion of her side is still visible. At 10 o'clock our guns and Maxims on the island opened a still brisker fire on the enemy, and the men of the 10th Sudanese fired occasional volleys. I saw three shells in succession strike the enemy's redoubts, which most probably dismounted the guns, for their fire was silenced for the time. It was immediately after this that the three gunboats steamed in line past the enemy's works, delivered their final shots under a heavy musketry fire from the dervish entrenchments, and proceeded triumphantly up the river to reach Dongola before sunset. After this the fire became intermittent on both sides. Occasionally, parties of dervishes made attempts to reach their flotilla of boats, with the object of carrying off their groin, but were driven back by our Maxims. Throughout the night we opened fire at intervals on the river bank in the neighborhood of the boats, and succeeded in keeping the dervishes off, so the whole of their large supply of grain fell into our hands on the following day. In the evening some Berberis swam across the river, and from them we learned that the enemy's losses had been heavy, that Wad el Bishara had been severely wounded in the head and shoulder by a shell, and that Osman Azrak had also received a dangerous wound.

FLIGHT OF THE DERVISHES.

Early on Sunday morning I saw men shaking out the large lateen sails of the dervish boats, and soon the whole flotilla got under way and sailed across to our side of the river. At the same time hundreds of people came out of the village of Hafir and lined the Nile bank, waving cloths as if to welcome us. It was evident that the dervishes had evacuated the place. I ascertained from the intelligence department that Bishara, misled by some of our spies, who had caused him to believe that it was our intention to continue our march along the east bank, had crossed the river with all his men, animals, stores and ammunition at 3 in the morning, and was now marching on Dongola to oppose our passage of the river at that place.

The dervish general must have been quite unprepared for our next move. The enemy being now well on their way to Dongola by a desert route which avoids the Nile, the Sirdar gave orders that our entire force should cross the river to Hafir with the utmost despatch. We had long wondered at what point we should effect our passage of the Nile, and had expected to meet with opposition and to lose many men; but the successful ruse by which Bishara was outwitted enabled us to accomplish this difficult task without firing a shot. Throughout the day and for a great part of the night our gunboats and the captured dervish vessels sailed backwards and fowards from bank to bank, transporting across the broad, rushing stream our men, animals, supplies and baggage. The organization was so perfect that this large force was embarked and disembarked without any confusion. It was, indeed, a most creditable performance; but the sirdar, is, undoubtedly, an admirable organizer, and with him as leader the Egyptian army is, for its size, the most mobile in the world.

I crossed early in the day, and found the villagers ostensibly plucking from their clothes the dark square patches that mark the followers of the Mahdi. The women were more enthusiastic than the men; they uttered their shrill luluing, seized our hands, and would have embraced us had not their unloveliness led us to keep them somewhat aloof. I saw the poor Egyptian gunners who have for the last twelve years been the cruelly treated slaves of the Khalifa. Their joy at their release was most affecting to behold. At 4 p.m. the three gunboats returned, after having thrown a few shells into Dongola, which they found abandoned by the enemy. They had captured several boats laden with grain, and it is supposed that we now have in our possession the bulk of Bishara's grain supply. Of ammunition also he can have but little left. The Kababish camelmen who were impressed to carry the dervish ammunition deserted after the evacuation of Hafir, and dropped all their loads in the desert. We have recovered most of this, some hundreds of cases of rifle ammunition, and 72 boxes of Nordenfeldt ammunition which had fallen into the Mahdi's hands when Hicks Pasha's force was annihilated. This morning the remainder of our force crossed the river, and I hear that we will march this evening on Dongola, which is 28 miles distant by land. The dervishes, we understand, are awaiting us there and intend to fight.

U.S. FINANCES.

October Statement of Receipts and Expenditures—The Public Debt.

WASHINGTON, Nov. 2.—The monthly comparative statements of the receipts and expenditure of the United States show the total receipts for October to have been $26,282,829 and the disbursements $33,978,277—a deficit of $7,655,458.

The October statement of the public debt shows the debt less, and cash in the treasury to have been $987,498,956, an increase for the month of $719,526, which is accounted for by a corresponding decrease in the cash on hand.

SEIZED BY THE RUSSIANS.

TO THE EDITOR:—Four years have now elapsed since the memorable seizures by the Russian cruiser Zabiaka were made off the Copper islands; yet to this day not a dollar of compensation has been received by those who then lost time, money and property. That the seizures were illegal, being made for no valid cause whatever, was afterwards evidenced by the course the Russian government took in volunteering compensation to the Imperial British government and recalling from service the commander of the cruiser on the alleged ground of insanity. The schooners Ariel and Willie Macgowan, two as fine vessels as ever sailed from port, were detained by the Russians, their crews were sent home to Victoria after grossly improper treatment, and those who fitted out the sealers and bore the attendant expense have since been allowed through British forbearance to sustain the loss occasioned by a gross outrage perpetrated upon them, without anything in the shape of compensation or redress. Those who suffered have still to suffer although the interest on the capital invested in the seized property is growing to an enormous amount. Indeed the sum involved in the case of one vessel alone is now in the neighborhood of $60,000. All concerned in the ownership of the vessel still live in the hopes of some day getting something in return for their loss but they feel aggrieved to think that they have been kept waiting so long and to realize that other claims on the Imperial government made subsequent to theirs will in all probability be settled first.

SEALER.

Victoria, Nov. 3.

Fine tea sets, dinner sets, ornaments, etc., lately received from our European buyers. Weiler Bros. x

A complete line of ball programme cards in the latest styles just received at The Colonist Printing Office. An inspection invited. x

Windsor Salt
Purest and Best for Table and Dairy
No adulteration. Never cakes.

Just a little faster than the rest.
McCREADY
GOLD AND SILVER MEDALS
To all amateur winners on McCready Wheels at all sanctioned meets, we will award Gold and Silver Medals as follows: For the first win, a handsome Silver Medal, and for each succeeding win a Silver Bar will be added—up to 5 wins, when a Gold Medal will be presented, and a Gold Bar added for each succeeding win—the amateur having the greatest number of wins to his credit at the close of the 1897 season to have in addition to Medals a fine Diamond Ring or Scarf Pin. Try conclusions on the fleetest of racers—"The Pink Flyer." You're bound to win. Write about it, and mention this paper.
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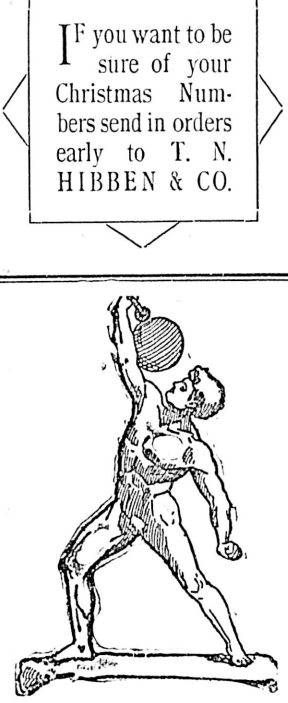

Physical Manhood

THIS IS THE AGE OF PHYSICAL PERFECTION. It is also the age of physical weakness. While one man avails himself of every opportunity to develop and expand his manly vigor, another is passing his chances to improve his mind and body, and easily falls into the excesses which are always in his path, to the destruction of his vital powers.

How great is your admiration for a Sandow? A Hercules of physical manhood.

You can be as strong by using Dr. Sanden's Electric Belt. You can remove all the effects of your past errors. Perfect your manhood.

PENDLETON, Or., June 8th, 1895.

Dr. A. T. Sanden:

Dear Sir,—Yours received, and I take pleasure in replying and telling you now that you have cured me of Nervous Debility and Rheumatism. The Belt is just what my case required, and I can say that now my health is as good as it ever was. You can send these who doubt it to me, and I will convince them by the effects in my own case that your Belt will do all you claim. I remain, yours truly,

W. E. RAUTH.

Every man knows himself. He knows where he is weak. Knowing it, if he is just to himself, he will try to recover the vital power he has wasted.

Dr. Sanden's Electric Belt will renew your power in two months. Be a man; lay aside drugs, which never cure, and try this Belt. Get the book, "Three Classes of Men," which will be sent, closely sealed, free. Don't put it off; send to-day. Call or address:

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255 Washington street, Portland, Oregon.
Dr. Sanden pays the duty on all goods shipped to this province.

Stubs' Vegetable Blood Purifier
PURELY VEGETABLE.
Read what the people of Victoria have to say about this medicine.
STILL ANOTHER.
Messrs Bentley & McGregor:
GENTLEMEN,—Allow me to add my testimonial to your valuable medicine when all other remedies had failed to give me relief. I can testify to the great relief I have received from two bottles of your Stubs' Vegetable Blood Purifier; it is all that you recommend it to be, and I shall always recommend it to all sufferers.
J. H. PYATT.
66 Rock Bay avenue, Victoria, B.C.
A Concentrated Extract of Pure Vegetable, composed of the most powerful and efficacious of all vegetable tonics and alteratives of the latest discovery. In every sense the best medicine for the blood. No other remedy acts so directly on
THE STOMACH, LIVER, KIDNEYS AND BOWELS.
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McGREGOR & BENTLEY
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Coslest Cleanest Coolest Cheapest RESTAURANT
In the City.
Plate of Soup..... 5c
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Beer per glass 5c
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IMPORTANT SALE.
CONSOLIDATED RAILWAY CO'Y.
Notice is hereby given that in pursuance of a certain indenture dated the 2nd day of May, A.D. 1896, made between the Consolidated Railway Company of the one part, and the Yorkshire Guarantee & Securities Corporation, Limited, as Trustees for Debenture-holders, of the other part, all the mortgaged premises comprised in the said Indenture will be offered for sale by public auction at the Auction Rooms of W. H. Hooper, Auctioneer, Granville Street, in the City of Vancouver, British Columbia, at the hour of 12 o'clock noon, on the 17th day of November, A.D. 1896.
The property of the Consolidated Railway Company, being the mortgaged premises described in the said Indenture, comprises (inter alia) a fully equipped Electric Street Railway service extending throughout the cities of Vancouver, Victoria and New Westminster, in British Columbia, and also between the City of Vancouver and the City of New Westminster, and between the City of Victoria and the Town of Esquimalt and Oak Bay, including power plants, rolling stock and track and line material, office furniture, etc.
Also fully equipped Electric Lighting Departments, with power plants and all necessary appliances in the cities of Vancouver and Victoria, also a large amount of valuable real estate with power houses and machinery, car houses, car sheds and repair shops, etc.
Conditions of sale and full particulars of the property may be obtained at the office of the Yorkshire Guarantee & Securities Corporation Limited, at Vancouver, B.C., or from Messrs. Davis, Marshall, Macneill & Abbott, Solicitors, Vancouver.
DAVIS, MARSHALL, MACNEILL & ABBOTT,
Solicitors for the Trustees the Yorkshire Guarantee & Securities Corporation, Ltd.
Dated at Vancouver, B.C., this 13th day of October, A.D. 1896. oct6-td

NOTICE is hereby given that 60 days from date I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase 160 acres, more or less, of the following described land, three miles, more or less, south of the north entrance of the east side of Schooner Passage (on an island), Rivers Inlet: Commencing at a stake planted on the north corner, marked "M.G."; thence running east 40 chains; thence south 40 chains; thence west and back to place of commencement.
MARK GOSSE.
Rivers Inlet, August 26th, 1896. se4

$20 Reward.
The above reward will be paid by the Victoria Wheelmen's Club for the conviction of the person who on the 25th September stole a model A. Stearns bicycle from in front of the New England Hotel.
oc3 VICTORIA WHEELMEN'S CLUB.

$10 Reward.
The Canadian Road Club will pay the above reward for the arrest and conviction of the person who stole a Stearns bicycle, model A., in this city on the 25th September.
C. H. GIBBONS,
oc3 District Centurion.

OCEANIC SS. CO.—Australia, Hawaii, Samoa and New Zealand. Six days only to Honolulu by the S.S. Australia.
S.S. AUSTRALIA for Honolulu only, Tuesday, Nov. 10, at 10 a.m.
S.S. MONOWAI sails via Honolulu and Auckland for Sydney, Thursday Nov. 12, at 2 p.m.
Line to Coolgardie, Australia; and Capetown, S. Africa. J. D. SPRECKELS & BROS. Co., Agents, San Francisco.
R. P. RITHET & Co., Agents, Victoria, B.C. se5

FOR PUGET SOUND POINTS.

SS. Rosalie
Leaves Victoria daily (except Sundays) at 10 a.m.; returning leaves Seattle daily (except Sundays) at 12:30 a.m. Fares:
TO PORT TOWNSEND $1.50
TO SEATTLE 2.50
TO TACOMA 3.00
Round trip tickets at reduced rates. For tickets and information call on
J. K. DEVLIN, Agent,
no21 75 Government Street.

Oregon-Asiatic Steamship Line.
For Honolulu . . . China & Japan.
SS. MOUNT LEBANON—3,900 tons dead weight. Due here 8th November.
Puget Sound & Central America SS. Co.
SS. TRANSIT—Sailing monthly for Central American ports.
For freight and particulars apply to
F. C. DAVIDGE & CO., Agents

F. C. DAVIDGE & CO'Y,
Commission Merchants and Shipping Agents,
—IMPORTERS OF—
JAPANESE RICE, SILK AND GENERAL MERCHANDISE
Agents for North China Insurance Co., Ltd. (Marine)
BOARD OF TRADE BUILDING, VICTORIA, B.C.

Spokane Falls & Northern Railway,
NELSON & FORT SHEPPARD RAILWAY.
ONLY ROUTE TO TRAIL CREEK
And Mineral District of the Colville Reservation, Nelson, Kaslo, Kootenai Lake and Slocan Points.
Daily, except Sunday, between Spokane and Nelson, B.C.
7:00 a.m Lv..... SPOKANE ....Ar. 6:15 p.m.
8:40 a.m. Lv.....NELSON.....Ar. 5:00 p.m.
Passengers for Trail Creek Mines connect at Northport with stages and steamer daily.
Close connections at Nelson with steamers for Kaslo and all Kootenai Lake points.
Passengers for Kettle River and Boundary Creek connect at Marcus with stage daily.

GINGER ALE.
Prize Medal, World's Fair, Chicago 1893.
THORPE & CO., LTD.
my2-tf

ESTABLISHED 1884.
VICTORIA LOAN OFFICE
133 Government Street.
MONEY TO LOAN
On any approved security. Business strictly confidential. Private entrance Pandora street.
F. LANDSBERG,
P.O. Box 667. [fe25] Proprietor

LOANS
Eight-year plan, *interest and principal payable monthly*, on improved city property. The Provincial Building and Loan Association are prepared to advance money through us on this plan. Loans on the ordinary plan effected. SAVINGS—60 cents and upwards can be invested to good advantage in the above Association. Full information given on application. *SWINERTON & ODDY*, 110 Government St.

NOTICE.

NOTICE is hereby given that application will be made to the Dominion Parliament at its next sitting for a private bill to incorporate a Company for the purpose of constructing, equipping, maintaining, and operating a railway from a point on the south boundary line of British Columbia, between the 134th and 136th degrees of Longitude, at the head of Lynn Canal, and thence northerly and westerly by the most feasible route to the north boundary line of British Columbia, with power to construct, maintain, and operate branch lines and all necessary bridges, ferries, and wharves, and to construct, own, and operate telegraph and telephone lines in connection with the said railway and branches, and to build, own, and operate steam and other vessels, to take and use water for generating electricity and other purposes, and to acquire foreshore rights and lands for the right of way, station grounds, and other necessities, and to acquire lands and other bonuses or aids from the Government of Canada and British Columbia, or from any municipality, corporation, or person, to aid in the construction of the said railway, and make traffic and other arrangements with other railway companies or persons, and for all other usual and necessary powers and privileges, and also for power to levy a royalty on all precious metals passing outwards over the said road when constructed.

Dated at the City of Victoria, British Columbia, this 19th day of August, 1896.

DRAKE JACKSON & HELMCKEN,
Victoria, B. C. Solicitors for Applicants. au23

NOTICE is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next session for an act to incorporate a company with power to construct, equip, operate and maintain, either standard or narrow gauge railways, for the purpose of conveying passengers, freight and ore from a point at or near Revelstoke, on the Canadian Pacific railroad, thence northwards following the valley of the Columbia river to a point at or near the junction of Canoe river; and with power to construct, equip, operate and maintain branch lines and all necessary bridges, roads, ways, ferries, wharves, docks, and coal bunkers; and with power to build, own, equip, operate and maintain steam and other vessels and boats; and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railways and branches, and to generate electricity for the supply of light, heat and power, and with power to expropriate lands for the purposes of the company, and to acquire lands, bonuses, privileges or other aids from any government, municipality, or other persons or bodies corporate, and to make traffic or other arrangements with railway, steamboat, or other companies; and with power to build wagon roads to be used in construction of such railways, and in advance of the same, and to levy and collect tolls from all parties using and on all freight passing over any such roads built by the company, whether built before or after the passage of the act hereby applied for, and with all other usual, necessary, or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects, or any of them.

Dated at the city of Victoria this 28th day of October, A. D. 1896.

HUNTER & DUFF,
oc30-6w Solicitors for the Applicants.

NOTICE is hereby given that we, the undersigned, intend to apply at the next sitting of the Board of Licensing Commissioners of the city of Victoria, B.C., for a transfer to Eugene Ferando, of the retail liquor license now held in the name of Carlo Bossi, for the sale of liquor by retail upon the premises known as the Grand Pacific Hotel, corner of Johnson and Store streets, Victoria aforesaid.

Dated this 23rd day of October, 1896.

A. V. BOSSI.
C. A. BOSSI.
Executors of the late Carlo Bossi.
EMMA C. WALD.
ANGELICA P. BOSSI.
By their Attorney-in-Fact,
F. PERRY MILLS.
no1-30t

NOTICE is hereby given that one month after the first publication of this notice in the Canada Gazette, application will be made by the Corporation of the City of Victoria, British Columbia, under the provisions of the "act respecting certain works constructed in or over navigable waters," Revised Statutes of Canada, Chapter 92, to His Excellency the Governor-General in Council, for approval of the plans for two wooden pile bridges, one (now partially constructed) for ordinary vehicular and pedestrian traffic, and the other for tramway traffic only, both to be constructed across the waters of Victoria Arm, Victoria, in the Province of British Columbia, from Work street, Victoria aforesaid, to the Indian Reservation, and on or near the site of the Point Ellice bridge that collapsed on the 26th May, 1896; the plans of which proposed bridges and a description of the proposed site thereof are deposited with the Minister of Public Works and a duplicate of each are deposited at the office, in Victoria, aforesaid, of the Registrar-General of Deeds for the Province of British Columbia.

Dated at Victoria, British Columbia, this 4th day of August, 1896.

WELLINGTON J. DOWLER,
au7-tf Clerk to the Municipal Council.

NOTICE—I hereby give notice that I intend to apply to the Board of Licensing Commissioners for the city of Victoria, at its next sitting, for a transfer to Joseph H. Brown of the license now held by me to sell spirituous and fermented liquors by retail upon the premises known as the Albion Hotel, No. 5 and 7 Herald street, in the city of Victoria.

ISAAC AVES.
Victoria B.C., 3rd October, 1896. oct-1m

NOTICE.

Cook Street, between Yates and Johnson Streets, is closed to public traffic.

E. A. WILMOT,
oc24 City Engineer.

NOTICE.

Belleville Street, between McClure Street and Birdcage Walk, is closed to public traffic.

E. A. WILMOT,
au3 City Engineer.

NOTICE.

Notice is hereby given that the E. & N. Railway bridge will be closed to public traffic on and after Saturday, 3rd inst., at 10 p.m.

JOSEPH HUNTER,
oc3 Gen. Supt.

THE NEW WOMAN.

As Editor and Newspaper Proprietor She Is a Signal Success.

A friend writes me of a delightful call he lately made on Rev. Olympia Brown Willis in her newspaper office at Racine, Wis. The woman who will apply herself steadily to work and earn money and a good sum of it proves the business capacity of her sex more than she could do by 20 years' arguing for it. Mrs. Brown is proving that a woman can run a newspaper in first class style, a large newspaper too. She is the editor, owner and business manager of a Racine paper. I need only quote from my friend's letter to show you how that newspaper is run: "Mrs. Brown has one of the best equipped newspaper plants it has been my fortune to visit in the state of Wisconsin. Everything moves with clockwork regularity and precision. There are no lace curtains on the windows, but they are as clean as you would find in a private residence, something odd for a printing office. She owns the whole building, a three story one. All the machinery is up to date, from a 10 horse electric motor to a perfecting press. She must have at least 30 men and women working for her. It would be well if all country papers could have a woman of Mrs. Brown's ability for manager." This from a shrewd, all around business man may be considered as fine a tribute to a woman's financial ability as she could ask. This able woman editor now has her daughter, Miss Gwendolin Willis, with her, helping with the newspaper work. Miss Gwendolin promises to be worthy of her mother, for she took last year the medal for Greek scholarship at the Chicago university.

What a woman can do on a farm is well exemplified by Mrs. Caroline J. Nelson of Ryegate, Caledonia county, Vt. I don't know when I have heard a life history that gave me more hope for the future of woman. Mrs. Nelson was left a widow 13 years ago, with four children, the eldest only 8 years old. The farm was heavily mortgaged at the time of her husband's death, but even in the midst of these hard times Mrs. Nelson has managed to keep it, add many acres to it, erect handsome and substantial farm buildings and buy a piano for her daughter, now a young lady. She has supported besides her own family a blind sister and her aged father. Mrs. Nelson has made herself an expert in the dairy business and that is how she has accomplished so much. Her butter has taken first premiums at various state fairs. She keeps 40 Jersey cows and uses a cream separator, and always gets top prices for her butter, which she sells in stamped half pound prints.

In reference to women as wholesale buyers, the Chicago Dry Goods Reporter says, "Women are peculiarly fitted to select certain goods for the trade."

Much of what we mistake for love is mere selfishness and vanity. An example of this miscalled affection is seen in the woman who thinks her own children can do no wrong and actually believes them to be better, handsomer and more brilliant intellectually than her neighbor's children.

If you have not learned to swim, you have missed a large part of the fun of the world. Besides that you would be apt to drown if you were to fall into the water. If you do not already know how to swim, make up your mind that another summer shall not pass over your head without your acquiring that admirable and delightful accomplishment.

Miss C. N. Burtis is owner and manager of a large hotel in Buffalo. It was evolved from a small boarding house in which Miss Burtis and her sister invested the savings they had laid by as teachers. They were so successful that finally they were able to buy the old home of President Fillmore and enlarge it. Still their business grew under their admirable management. They made a vast addition to the Fillmore house, and it is one of the finest hotels in Buffalo, worth perhaps $100,000. Now at last woman has sustained the supreme test which can be applied—she has shown that she can keep a hotel.

ELIZA ARCHARD CONNER.

THE NEW FALL WRAPS

SHORT JACKETS AND CAPES WILL LEAD IN POPULARITY.

Latest Styles In Mourning Costumes—A Fine Empress Cloth Skirt, With Deep Crape Folds—The Superb Eudora Mourning Fabric—A Gleam of Comfort.

[Copyright, 1896, by the Author.]

The new fall wraps are being shown now as a mark of special favor, and I suppose that every person who is allowed to look at them is told the same story—that she alone is permitted to behold their glories so much ahead of their time. But it is a maxim of mine to take the goods the gods provide and not to quarrel with the givers. So, then, I will discourse about these new fall wraps. First, there are many more of the short jackets than I like to see, as they add neither grace nor dignity to a costume. They are now called watteau coats—why deponent sayeth not. They are ornamented in a different way, and that makes them a little more dressy. Besides, many of them are slightly shaped to fit the figure. This is carefully hidden under folds and plaits, as the foundation of these jackets rests on the uncompromising squareness of outline. But our women, while they wear them, want to look as well as they can, and therefore the sinful little moldings to fit the human form divine.

One had the front laid in the hollow box plaits. These were strapped at the top with buttons to hold, made of smoke pearl. This coat was of fine mixed tweed of a general dove color. The back was arranged in the same way, and there was an almost imperceptible shaping of the garment to the figure. A little stand out collar was set to a flat dog collar at the neck. Another one was of ashen gray cloth, with steel gray velvet collar, yoke and cuffs. These were all bordered with a trimming consisting of bands of white cloth prettily worked in black soutache braid. There were three straps of this braiding down the entire front and as many more in the back, and these covered the seams that were slanted in to fit the garment very slightly. There were smoke pearl buttons on the sleeves and yoke of this watteau coat. The entire garment was lined with changeable silk, red and blue, both united forming gleaming purple tints. Purple will vie with all the other colors this season and is found in all its shades, from pale heliotrope and lilac to deep petunia and plum. It is a rich color, and the tints of this fall are warm and bright without being gaudy.

The short capes, while full enough to fall in graceful folds, are not so full as to stand out stiffly or fly about in a brisk wind, to the danger of the wearer, if she happens to be crossing the street near Madison square on Broadway. The shape of the majority is what is known as the military. One had a deep, rolling collar of the same material—viz, fine ivory cloth. This was faced with seal brown velvet, leaving only a narrow line of the cloth visible. This in turn was nearly covered by a frill of ivory colored lace. The outside of the cape was braided in a light, open design with narrow seal brown soutache, excepting for a space of about five inches around the bottom, which was left open. It was very beautiful. It was lined with rich ivory satin. Another and, in fact, very many others were ornamented with narrow soutache braiding put on in as many different patterns. This one was of tan colored cloth, and it was divided off into sections by straps of white cloth, tailor stitched and ornamented with four white pearl buttons at the bottom of each strap. These straps were pointed and rather wider at the bottom than the top, and the points extended below the edge of the cape. Between these straps there were pyramidal patterns of black soutache braiding. The collar stood upward in the back and fell out on the shoulders in broad revers, also braided. This was lined with sky blue satin. One cape was of drab "billiard cloth," tailor stitched all around. There were four rows of four gray bone buttons in each down the front. There was a trimming all around the shoulders made of loops of the stuff lined with the palest blue silk. These were stitched on the outside. The revers collar was of pale blue velvet, so pale a tint that it looked blue only in a sharp light. This cape was considered exceptionally stylish.

In the window of one of our most fashionable stores I found a group of figures showing the latest styles in mourning costumes. In some respects they show that the world moves if the sun does not, for they are ornamented and trimmed until they almost look like festal robes. One had the skirt of the beautiful and glossy yet frosty eudora, made without wrinkle or plait save for about two inches in the back, where it was shirred a little. There were three flounces of crape around the bottom, each four inches wide. These were cut on the straight of the cloth and hemmed over black netting. The whole waist was covered with crape.

There was another dress for mourning, also of the superb eudora, which is now accepted as the most perfect mourning fabric ever made. The skirt is smooth and apparently seamless. Around the bottom there is a reversed plaiting of crape three inches wide. This is slightly scalloped with fancy bows on each point, made of crape. The basque was as jaunty as possible for any one to be. It was all crape, but embroidered, especially on the deep revers, with dull jet and chenille. It had a plaited crape jabot vest front, with immense fan bows at the throat. There was a fanciful hat. It must bring a gleam of comfort to be able to mourn in such magnificent style.

HENRIETTE ROUSSEAU.

DR. GRACE M. KIMBALL, THE HEROINE OF VAN.

NEW WRAPS.

NEW MOURNING GOWNS.

CYCLING CHAT.

There are 11 cycling papers in Paris.

It is a wise racing man that knows when he is beaten.

A new French wheel paper has the very suggestive title of Le Sprint.

Louis Glinn of Cleveland has broken the 50 mile standing start paced record, setting new figures at 2:11:17.

The most sanguine supporters of E. C. Bald are bound to confess that he has been in very bad luck lately.

A little rubber cap that is made to fit over the tire valve will be found worth its weight in gold to the ordinary rider.

Since Jan. 1 Jacquelin, the French cyclist, has won over 50,000 francs, almost as much as a cabinet minister receives.

Starbuck, the long distance professional rider, will attempt to break the one hour record at the race meet of the Quill Club wheelmen at Manhattan Beach, N. Y.

Scotland will make a bid for the world's championship in 1897, and Henry Stumby, secretary of the International Cyclists' association, under the auspices of which the championships are held, has promised to support Scotland's claims.

☞ The Semi-Weekly Colonist leads.

ESTABLISHED 1879

P. O. BOX 188. TELEPHONE 74

E. M. JOHNSON

37 Government Street, Corner of Broughton.

REAL ESTATE AGENT,

CONVEYANCER AND NOTARY PUBLIC.

LOANS EFFECTED, RENTS AND INCOME COLLECTED, DEEDS PREPARED, ETC.

For Sale--1388-Acre Farm

ABOUT 1000 ACRES OF WHICH IS PLOUGHABLE PRAIRIE OF FIRST-CLASS QUALITY.

120 Head of Cattle, 1 pedigree Hereford Bull. 12 Horses, Ploughs, Harrows, Reaper, Wagon, Sleds, and usual farm implements. Double Harness, Chain Harness, Bull Chains, Saddles (ladies' and gents'), Bridles, etc. Blacksmiths' Bellows, Anvil and Tools and Carpenters' Tools. Nine-room House, shingle roofed. Stable for 10 horses, with hay loft above. Stone Root-house, Store Buildings, Dairy, Cow Sheds, etc., etc. About 7 miles Standing Fences, in good order, Corrals, etc. Small lot Household Furniture, Stove and Pipes, Cooking Utensils, Crockery, etc.

THIS PROPERTY is within easy distance of many of the most important Gold Silver and Coal Mines in West Kootenay. The soil is the best bottom land, and the locality is one of the few places in the Province where so large a piece of good farm land can be found in one block. A river runs through the property, and rainbow trout are plentiful and afford capital sport. Deer abound in considerable numbers. Bear, Wolf, Coyote and other large game are to be found in the hills. There are two creeks recorded and belonging to the estate; one flows all the year round. Limestone and brick clay are to be had in the valley.

THE TITLE is Crown Grant. Immediate possession can be given.

THE CATTLE are well bred. A much larger herd could be farmed with the place. The bunch grass on the hills in the vicinity covers many thousands of acres, and is available to the few land owners in the valleys.

THE CLIMATE is not severe. The station was for many years the winter quarters of the H. B. Co.'s pack trains.

THE SOUTH-WEST KOOTENAY AND OSOYOOS Divisions of Yale District, British Columbia, judging from the actual ore products of the mines to date, are destined in the next year or two to be the richest and most important mineral centres in the world.

For Sale -- 20,000 Acres of Farming Land

IN CONTIGUOUS BLOCKS.

Beautifully watered, forming one of the finest estates in the Province; house and farm buildings; 2,000 head of cattle; 50 to 80 horses; easy approach; good roads; railways projected to property and the estate is in close proximity to some of the best developed and most promising gold mines in the District. The price of the whole is extremely moderate. Principals only treated with.

These localities are rapidly settling up, and as farm land is limited, great inducement is offered to any person or corporation having capital and knowledge necessary to work these Estates. A store, hotel and blacksmith shop could be run in connection with the farm.

E. G. PRIOR & CO.,

LIMITED LIABILITY

VICTORIA, VANCOUVER & KAMLOOPS

IMPORTERS AND DEALERS IN

SHELF AND HEAVY

HARDWARE

Iron, Steel, Mill and Mining Supplies, Agricultural Machinery and Implements, Wagons, Buggies and Carts,

—AND—

MASSEY-HARRIS BICYCLES

Bank of British Columbia

(Incorporated by Royal Charter, 1862.)

CAPITAL (with power to increase).....£600,000 $2,920,000
RESERVE.....£100,000 $486,666

HEAD OFFICE, 60 LOMBARD STREET, LONDON, ENGLAND.

BRANCHES:

IN BRITISH COLUMBIA: Victoria, Vancouver, New Westminster, Nanaimo, Kamloops and Nelson, (Kootenay Lake).

IN THE UNITED STATES: San Francisco, Portland, Seattle and Tacoma.

Agents and Correspondents: In Canada—Canadian Bank of Commerce, Merchants Bank of Canada, The Molsons Bank, Imperial Bank of Canada, Bank of Nova Scotia and Union Bank of Canada. In United States—Canadian Bank of Commerce (Agency) New York; Bank of Nova Scotia, Chicago. In Australia and New Zealand—Bank of Australasia. In Honolulu—Bishop & Co.

Savings Bank Department.

Deposits received from $1 upwards, and interest allowed (present rate) at *3 PER CENT. PER ANNUM.*

Gold Dust purchased and every description of Banking Business transacted.

Victoria, B.C., July 1, 1893. GEO. GILLESPIE Manager.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

THE THERMOMETER.

ESQUIMALT STATION, Nov. 2, 1896.
Report for 24 hours ending 9 p.m.

1 a.m..	45°	Mean 47°	The velocity and direction of the wind were as follows:
5 a.m..	47°		
9 a.m..	48°	Highest 49°	5 a.m.—4 S.
1 p.m..	47°		1 p.m.—8 S.W.
5 p.m..	47°	Lowest 44°	9 p.m.—12 S.W.
9 p.m..	47°		Rain—.30.

Average state of weather—Cloudy.
Sunshine—0hr. 12 min.
Barometer 9 a.m... {Observed .....29.870 {Reduced 29.837

ESQUIMALT STATION, Nov. 3, 1896.
Report for 24 hours ending 9 p.m.

1 a.m..	46°	Mean 45°	The velocity and direction of the wind were as follows:
5 a.m..	46°		
9 a.m..	46°	Highest 47°	5 a.m.—8 S.
1 p.m.	46°		1 p.m.—Calm.
5 p.m..	44°	Lowest 44°	9 p.m.—Calm.
9 p.m..	44°		Rain—0.16.

Average state of weather—Cloudy.
Barometer 9 a. m.... {Observed .... 30.325 {Reduced..... 30.296

E. BAYNES REED, Observer.

Have you thought of **Your Xmas Photos?**

It is about time, if you wish to send them to the Old Country. You want the best—that is Carbonetts made by

o 25 **Skene Lowe.**

PASSENGERS.

Per steamer ROSALIE from the Sound—M Mayer, Thos Corsan, D W Higgins, F Higgins, Geo Williams, A Rae and F Dougall.

Per steamer CHARMER from Vancouver—D Rowan, G I Wilson, F V Austin, Capt Johnson, Chas Todd, A L Ryals, R G Penn, Mrs E T Pollock, A Jackson and wife, J Wright, W C Young, Capt Bejine, A D King, G Hicks, Miss Smith, J F Ritchie and wife, Hon S Tollemache, B Springer, Geo Marchant, Rev J H Best, J L Dranie, A W Vowell, Jas Freel, Mr. Ramsay, Mrs Wells, J B McLaren, J McNaughton, J Gibbs, Mrs Gibbs, A M Wilcox, W A Chud, G H Houldworth, AJ Jackson, A J McTavish, Major Pemberton and wife, A Mathison, Jane Dawson, P J Moran.

Per steamer KINGSTON from the Sound—R Stewart, Miss Young, LJ Wade and wife, R B Ireland, Nels Okson, Mr Lenzer, Miss Clanton, Miss Brash, J Brandoca and wife, F Brandoca, Mrs Stewart, L Nelson, R Berritz, Mrs Berritz, F O'Connor and wife.

White's :: Cement.

APPLY TO

R. P. Rithet & Co., Ld.

CONSIGNEES.

Per steamer ROSALIE from the Sound—Vaio & B, B C Market Co, J Wilson & Co, and Ellis & Given.

Per steamer CHARMER from Vancouver—Turner B & Co, Speed Bros, E B Marvin, J Fullerton, H L Salmon, Langley & H B, Challoner & M, G R Jackson, Fred Norris, Lenz & L, T N Hibben, J Horner, J Johnston, Parsons P Co, Bureau of Mines, Martin & R, McKay, H B Co, F J Hall, S Schoen, C N Cameron, Weiler Bros, George Powell, Werner Bros, M W Waitt, Bank of B N A, J Jessop, Clarke & P, M R Smith, Prov P Co, S Leiser, Vic Brew'g Co, Walsh Bros, J Piercy, Dom Exp Co.

Per steamer KINGSTON from the Sound—J Maynard, A Sears, Lenz & L, Parsons P Co, E B Marvin & Co, H Young & Co, R F Anderson & Co, John Colbert, P McQuade & Son, Kelly Douglas & Co, C E Jarvis Co, Langley & H Co, Prov P Co, S Babson, H E Levy, R P Rithet & Co Ltd, and N P Exp Co.

Fire Insurance.

Union Assurance Society, 1714 A.D.
Lancashire Insurance Co.

Munn, Holland & Co.,

AGENTS.

BIRTHS.

SMITH—At Alberni, on the 13th October, the wife of G. A. Smith, C.E., of a daughter.

DIED.

CHARLTON—At 14 Milne street, Freddie, infant son of Arthur Charlton, aged 3 months.

The funeral will take place TO-DAY (Wednesday) at 2:30 p m., from above residence.

Friends will please accept this intimation.

POTTS—At Work Point Dairy, Esquimalt District, on November 2, James Potts, aged 49 years, native of Montreal.

Funeral will take place on Wednesday, at 9:30, from the residence, and 10:30 from R.C. cathedral.

(Ottawa, Montreal, Barnshield, Wisconsin, papers please copy)

THE managers of East Fernwood Presbyterian church are to be congratulated on their successful opening concert last evening. There was, despite the weather, an attendance of over two hundred. Alderman Macmillan made an admirable chairman, keeping the audience in the best of good humor, and the programme as appended was faithfully carried out: Piano solo, Mr. Ball; recitation, Miss Lee; solo, Mrs. Watson; recitation, Mr. Payne; song, Mr. Cave; song, Mr. Bostock; recitation, Miss Johnston; song, Mr. J. G. Brown; song, Mr. Holly; song, Mr. R. H. Jameson; recitation, Miss Woods; solo, Mr. J. Russell; recitation, Little Fred; concertina solo, Mr. Oliver; solo, Mr. Ball; solo, Mr. Cave; piano and banjo duet, Mr. Laurie and Miss McDougal; and recitation, Mr. Irvine.

Buy carpenter tools at Cheapside. x

Welsbach Incandescent Gas Light, the only reliable light to be had, complete $3.50; Morris', Colonist Block.

THE STEAMSHIP "CANADA."

Description of the New Dominion Liner, the Largest to Enter the St. Lawrence.

The steamship Canada, the latest addition to the Dominion line, launched from the yards of Harland & Wolff, Belfast, the builders of the famous Majestic, Teutonic, and other steamers which have kept the record for the quickest ocean passages, recently made the quickest passage ever made between the British Islands and Canada, and as good time on a maiden voyage as has been made by any of the New York steamers.

The Canada is a twin screw ship propelled by two engines of the latest description and has a carrying capacity of 9,000 tons. In the provision for the comfort of passengers she is unexcelled and what has in the past been considered luxuries are on the Canada reckoned as being the necessaries. The saloon deck, which has a large and spacious promenade five hundred feet long is a perfect street provided with comfortable extension chairs, while on the same deck are the ladies' room, library and smoking room, which every experienced traveller will appreciate.

The majority of the staterooms are also in the same house as the saloon, and being exactly amidships the chances of sea sickness are reduced to a minimum. The banquetting hall, for so it may be described, is capable of seating over 200 people and is spanned by a beautifully decorated dome which gives it both airiness and loftiness. The staterooms are most ingeniously fitted up with wardrobes, lockers, etc., while the toilet arrangements are perfect; and in the matter of ventilation the greatest improvements have been effected.

Special attention has also been given to the accommodation for second cabin passengers, that saloon being on the main deck, a part of the ship which, on many of the first class liners is usually reserved for first class passengers. The second cabin of the Canada is equal in every respect to the first cabin ships of ten or twelve years ago, while the dining hall has seating capacity for over one hundred. The second cabin is also provided with ladies' rooms, library and smoking rooms, everything in the shape of luxuries being provided. In her arrangements for steerage passengers she is well provided, the rooms being closed in, while there is very large deck accommodation for this class of travel.

In freight capacity the Canada will be a great acquisition to the Canadian trade. She has been specially fitted for the conveyance of dead meat and perishable goods, and there need be no hesitation in saying that by thus providing the facilities, the Dominion line are opening the way to an immense and profitable trade, in which the people of the Northwest are more than interested. If the Canada realizes the expectations of her builders the passage between Quebec and the old country should be made within the six days.

JAPANESE PATRIOTS

Celebrate With Enthusiasm the Birthday of Their Emperor.

The Japanese residents of Victoria yesterday celebrated with general rejoicing their Emperor's forty-fifth birthday. A banquet was held in Pythian hall, which was gaily decked with bunting, evergreens and bright colored paper lanterns, and over the street entrance hung the Canadian and Japanese flags side by side. The banquet began at a very much earlier hour than do the feasts of Westerners and was all over by 8 or 9 o'clock. Toasts and patriotic speeches were made after the fashion that the Japanese have picked up from their contact with the Western world and a merry time was spent.

Another celebration was held later in the evening at the Japanese Christian Endeavor Society's rooms, 126 Yates street. The rooms were very prettily decorated and the long programme of songs and patriotic speeches, with the unveiling of the Emperor's portrait, was very interesting. Rev. Goro Kaburagi, pastor of the Japanese church, Vancouver, was present and rehearsed in English the history of the ancient empire with a dynasty reaching to 600 years before Christ. Coming down to modern times he dwelt on the wonderful progress Japan had made in the last twenty-five years. After a magic lantern show giving the most striking events in the late Japanese-Chinese war, refreshments were served and the meeting broke up at 10 o'clock.

A SECOND season in the Omineca country has not shaken Col. Wright's faith in it as a rich goldfield. He has been in charge of the operations there on behalf of the Ottawa company called the Forty-Third, so named in honor of the corps which he commands. The party finished operations for the season towards the end of September, and were nearly a month making their way out via Ashcroft. After having spent a few days at North Bend, where he and his Ottawa friends are also interested, Col. Wright arrived in Victoria last evening, accompanied by Messrs. J. B. Maclaren and W. C. Young, two of his party. He says they made satisfactory progress this year with their ditching and other preparations, but it will be well towards the close of next season before washing out the gold will begin. The ditch will be of no mean proportions, being ten feet wide at the surface of the five or six feet of water it is intended to carry from Manson creek to the scene of washing operations.

Welsbach Incandescent Gas Light, the only reliable light to be had, complete $3.50; Morris', Colonist Block. x

Kidderminster art squares, hemp art squares, wool and union carpets, per the yard at Weiler Bros. x

Finnan haddies at Jameson's, 33 Fort street. x

"MIOWERA'S" REWARD

The Sum of Twenty-Six Thousand Dollars Awarded in the "Strathnevis" Salvage Case.

Owners, Captain and Crew of the "Mineola" Also Suitably Recompensed.

Judge C. H. Hanford, of Seattle, on Monday afternoon handed down a decision in the famous salvage case of the Canadian-Australian Steamship Co. vs. the steamer Strathnevis; and the Pacific Improvement Co., owner of the Mineola, vs. the Strathnevis, in which he decreed to the owners of the Miowera and her crew $26,200, and to the owners of the Mineola and her crew $20,500, making a total of $46,700. The facts of the case and the history of the rescue are fully and graphically told in the judgment, which is in part appended:

"These cases are full of interest because of the important questions presented for consideration, as well as for the story of hardships endured, heroic efforts to save, and the final rescue of a valuable ship and cargo, and the lives of a large number of persons constituting her ship's company and passengers. That story, briefly told, is as follows:

"On October 20 the steamship Strathnevis left Tacoma with flour and miscellaneous merchandise, of the value of $55,000, 120 passengers and a crew of thirty bound to Yokohama. She touched at Victoria and there took on other passengers, making the total number 165. On the seventh day out from Victoria, in latitude 49 deg. 14 min. north and longitude 164 deg. 27 min. west, and distant about 1,600 miles from Cape Flattery, in a heavy northwest gale, her propeller shaft broke between the stern post and boss. It was a clean break, the propeller being completely severed from the vessel and lost in the sea, depriving the vessel of all use of her propelling machinery and leaving her destitute of motive power, except the wind. The Strathnevis was built for a cargo ship, but had been fitted for the accommodation of passengers, and was at the time referred to employed as one of the vessels of the Northern Pacific steamship line, from Tacoma to Hongkong, via Victoria and Yokohama. She carried five small sails, which, with two others improvised after the accident, made a total spread of canvas of less than 1,000 yards. In her disabled condition, and with her inadequate facilities for sailing, she battled with tempestuous weather, making slow progress toward the coast from which she had last departed, for fifty-nine days, when, about 500 miles from Cape Flattery, she was met by the English steamship Miowera, bound from Victoria via Honolulu and Fiji islands to Sydney, Australia. At this time the Strathnevis was short of provisions of almost every kind, except flour and salmon, which constituted the bulk of her cargo; her officers and crew were worn and dejected, and she was flying signals of distress, signifying that she was disabled and wanted to be taken in tow. As soon as the vessels came sufficiently near together, she sent her first officer on board the Miowera, commissioned by her master to arrange with the master of the Miowera for the assistance required. After partaking of refreshments this officer gave a brief account of the experiences of the Strathnevis, and obtained the consent of the Miowera's captain to turn back and make the attempt to tow the Strathnevis to Victoria, which was the nearest port of safety under the British flag, and also obtained a quantity of provisions and ship's stores, which were sent in boats to the Strathnevis. At this time the weather and sea were moderate, and the Miowera, with commendable promptness took the Strathnevis in tow and started for Victoria at 12:30 p.m. on December 18, 1895. Soon afterwards the barometer began falling rapidly, the wind freshened, the sea became rough and the weather became thick, with a drizzling rain. The same state of weathed continued, and became even more tempestuous until the vessels finally separated. At twenty-five minutes past midnight on the morning of December 19, the tow line was broken by the heavy strain, and the irregular movements of the heavy vessel in tow, as she was rolled and plunged by the force of the stormy sea. It was necessary to wait for daylight before any attempt could be made to again connect the two vessels, and it was then found to be extremely difficult on account of the high waves and squally weather; the whole day was spent in ineffectual efforts. Late in the afternoon a line was picked up, but before a hawser could be drawn from one vessel to the other it was parted by the rolling and pitching of both vessels, and it became necessary to again wait for daylight of another day. The first part of the next day was spent in similar efforts, with like difficulties and failure, and at 12:30 p. m. the Miowera signalled to the Strathnevis 'will send a boat,' and a boat with a volunteer crew was accordingly sent, the officers and seamen constituting the volunteer crew exposing themselves to great peril and being obliged to perform most exhausting labor. At last, on December 20, success attended their efforts, and the vessels resumed their journey towards Victoria, the Strathnevis being held in tow by two lines shackled to the port and starboard cables of the Miowera. There was extraordinary vigilance and prudence on the part of the officers of the Miowera in running her engines, regulating her speed, steering her courses, keeping lookout, and watching the hawsers, so as to succeed, if possible, in making port while the tow lines lasted. They reached a point about forty miles distant from Cape Flattery, when on account of the fierce westerly gale it became too hazardous to continue running in the same direction as the wind, towards the coast, and it became necessary to come around so as to head towards the sea. At this time the gale was extremely fierce and the sea was running high, causing the vessel to roll and plunge with tremendous force. The weight of the tow bore heavily, causing the stern of the Miowera to bury into the sea to a depth of six feet. Some of her skylights were broken, tarpaulin coverings were stripped from the hatchways, and a great deal of damage was done about the deck. Quantities of water forced its way through the various openings in the deck and the stoke hole, flooding her cabins and engine room. The witnesses testify that the Strathnevis was rolling so that from the Miowera her colored lights appeared at times to be almost perpendicular one above the other. Between 12 and 1 o'clock on the morning of December 23, when distant about sixty-three miles from Cape Flattery, the tow lines were again broken, and at 4 o'clock a.m. the vessels lost sight of each other. The Miowera waited until daylight and then steamed in the direction in which it was supposed the Strathnevis drifted, if she had not foundered. She continued to search for the Strathnevis until about 1 p.m., when her captain supposing that it would be unsafe to approach nearer to land, and that he had steamed a greater distance than the Strathnevis would have drifted, were she still afloat, again changed his course and headed towards the sea. At 4 o'clock p.m. he abandoned all hope of finding the Strathnevis or of being able to do anything for her people, and although he was then not more than fifty miles distant from a telegraph station just inside the entrance to the Straits of Juan de Fuca, he steamed away on his course for Honolulu. The next day at noon she had logged 248 miles, and a few minutes later her engines stopped, and according to the engineer's log an examination then made showed that one valve and several other small pieces of her machinery were broken. Repairs were made, and at 5:50 p.m. she started ahead at full speed and proceeded to Honolulu without any other important occurrence. According to the captain's testimony he was apprehensive of trouble from her engines giving out at the time of abandoning search for the Strathnevis, and he deemed it necessary to run far out to sea for safety. It does not appear, however, that any inspection of the machinery was made until after the engines stopped working, as above noted.

"The Strathnevis was driven before the gale until she came within seven miles of Destruction island, where she dropped anchor in thirty-five fathoms of water. Not only the anchor, but all the cable to which it was attached, went overboard and was lost; a second anchor was then cast, and it held her until she was taken in tow, and finally rescued by the steamship Mineola. On the morning of December 24 the Mineola found the Strathnevis at anchor on the lee shore of Destruction island, flying a signal of distress. The storm had at that time moderated so that but little delay was experienced in sending a tow line from the Mineola to the Strathnevis, and the Mineola being better supplied than the Miowera with facilities for handling a heavy tow, she was able to, and did bring the Strathnevis safely into the harbor of Port Townsend. After leaving Tacoma the machinery of the Mineola was found to be not in perfect working order, and her officers, in undertaking the heavy task of towing the Strathnevis, were conscious of the risk of running into fatal danger if her machinery should break down. From about 8 p.m. and during the remainder of the night of December 24 very severe weather prevailed off Cape Flattery and Destruction island. The vessels rounded Cape Flattery about 11:50 a.m., on the 25th. In the Straits the wind and sea continued to increase, and the weather became thick with continuous rain, so that it was difficult for the master of the Mineola to determine or keep his position. It was the intention to take the Strathnevis to Royal Roads, and as she then had on board but one anchor cable, which was in use to lengthen the tow line, a stop was made for the purpose of unshackling the cable from the hawser so as to get in readiness for anchoring. When the chain had been unshackled and the hawser of the Mineola made fast to the Strathnevis the increasing wind and sea caused the master of the Mineola, with the consent of the master of the Strathnevis, to abandon the purpose of going to Royal Roads and to run for Port Townsend instead, which, from the position in which the vessels were, could be reached with less danger. In order to save her it was necessary for the Mineola to run close under the lee of the Strathnevis and lower a boat into the raging sea. The boat succeeded in reaching the Strathnevis, and the second officer of the Mineola went on board the Strathnevis and assisted in taking in the hawser and passing a line back to the Mineola by means of which the hawser was drawn on board and connection between the two vessels re-established. While this work was being done the Mineola lay in a heavy sea, sometimes head to the sea and sometimes in the trough of the sea. After the hawser had been made fast to the Mineola she proceeded with the Strathnevis in tow and succeeded in reaching Port Townsend at about 9 o'clock in the evening of December 25." . . . . .

After reviewing the service rendered by the Mineola and the risk involved, the judgment proceeds:

"I find the value of the property saved to be, according to a preponderance of the evidence, as follows: Value of the Strathnevis, $150,000; value of her cargo, $55,000; value of freight and passenger money, $15,000. Total value, $220,000. By the undisputed evidence it is shown that the value of the Mineola, her cargo and freight, amounted to $216,850. The time of the Mineola consumed by the deviation from her voyage was four days, and the value thereof was $2,000, and her hawser destroyed in the service was worth $600.

In view of all the facts and circumstances, it is my conclusion that the following sums, as a reward for the service rendered in saving the Strathnevis, are just and reasonable: To the owner of the Mineola, $12,000; Capt. Pillsbury, $1,800." (The court then allows the first mate, other officers and men sums ranging from $600 to $100 each, the total of all amounting to $20,500.) "In the distribution as above I have intended to recognize special merit in Second Officer Kirkwood and Seamen Nelson, Olson, Fabricicous, Marden and White, and Christian, the cabin boy." . . . .

"Referring now to the case of the Miowera, I find from the pleadings and the evidence, that she found the Strathnevis in a perilous situation, far from land, and out of the track of inward bound steam vessels. With her defective sailing gear, the Strathnevis was able at best to make but slow progress towards any haven, and in mid-winter, when storms were to be expected, she was in great danger of becoming entirely unmanageable and of being driven ashore or upon the rocks, when she approached near the coast. The Miowera rendered meritorious service in towing her to the vicinity of comparative safety, where she was able to make soundings and find anchorage, and where she was in the track of passing vessels, from which other assistance could be obtained. This is expressly admitted in the answer. Although she did not complete her enterprise of salving the Strathnevis her efforts were successful to the extent of bringing the Strathnevis to the place where she was able to secure other help more speedily than she could otherwise, and in doing so expenses were incurred and damages sustained, the master of the Miowera and her officers and crew endured hardships and braved extraordinary perils and exposed their vessel to extraordinary hazard. Therefore, I say that they were contributors to the ultimate salvation of the Strathnevis.

"The Miowera's claim for salvage is resisted on the ground that what she did was only an atttempt to save and she did not succeed in bringing the Strathnevis to a place of safety, and the attempt was abandoned while the Strathnevis was still in a perilous situation. It is certainly true that success is essential to a legal demand for salvage. But that is true only in this sense, that property must have been actually rescued from danger; but there is no inflexible rule which bars from participation in the distribution of an award, those who have toiled, incurred expense, suffered losses and run risks, and thereby contributed towards the success of a salvage service finally completed by others. The cases are numerous in which admiralty courts in this country and in England have apportioned salvage among different sets of salvors, proceeding upon the theory that all who have contributed towards the salving of property are entitled to share in the reward. (Here the court cites the case of Adams vs. Island City and several others in support of his theory, bringing out clearly the decisions touching on them.)

"I think the above cases show how the American courts regard cases of this character, where a vessel has been found at sea in a situation of peril, and has been aided by one vessel, and her rescue has been completed by her own efforts, or by the aid of another, and the claim for salvage has been preferred by the one first to render assistance. The English courts seem to look with equal or greater favor upon claims of this character. (The court then cites the famous Camellia case.)

"From all the authorities cited upon the argument, I deduce these principles: First—To earn salvage success must crown the efforts of the salvors. But when a vessel has been actually rescued from a situation of peril, all who have contributed at any stage of the rescuing service, are entitled to a share of the reward.

"Second—Voluntary abandonment of an attempt to rescue a vessel in peril works a forfeiture of the right to salvage. But when salvors are prevented by stress of weather, fog or darkness, or other circumstances beyond their control, from rendering further assistance, and there has been no willful disregard of duty on their part, towards the imperilled ship, there should be no forfeiture.

"Third—The amount of salvage to be awarded should be commensurate with the merit of the salvor's conduct; and when salvage has been earned, and there has been no willful misconduct, or neglect, mere failure on the part of salvors to do all that might be done under the circumstances, affords good ground for reducing the amount to be awarded, but there is no inflexible rule making a total forfeiture the penalty.

"Application of these principles to the case in hand, leads me to the conclusion that the Miowera, her master, officers and crew, by aiding the Strathnevis in answer to her signals of distress, performed a salvage service entitling them to compensation. That they did not voluntarily abandon the Strathnevis, but by going on their course to Honolulu on December 23, without first going to the telegraph station at Tatoosh and reporting the Strathnevis, the master of the Miowera failed to perform an important duty, and that failure gives rise to the serious question in this case, whether or not there has not been a total forfeiture of the right to salvage. I do not accept the excuse given by Capt. Stott, which is that the machinery of the Miowera was in such a condition that it would have been imprudent to have made the run to the telegraph station. I think that idea is an afterthought, for no such reason is noted in the ship's log, nor is it mentioned in Capt. Stott's letter giving an account of his experience with the Strathnevis, written before arrival at Honolulu. I have concluded, however, out of regard for the many hours of brave and laborious efforts to save the Strathnevis, and heavy expenses and damages incurred and suffered by the Miowera, that total forfeiture is a penalty heavier than the offence deserves. I will therefore award as salvage about one-half the amount which in my judgment would otherwise be reasonable.

"The Miowera and her cargo were of greater value than the Mineola and she was in commission as a carrier of passengers as well as freight, and was also employed as a carrier of the mail between the points along her route. Her deviation consumed more time than was lost by the Mineola, and she was exposed to greater hazard, and a considerably larger number of persons are entitled to share in the award, than the number composing the crew of the Mineola. In view of all the circumstances I allow the following sums:

"To the owners of the Miowera, $18,000; Capt. Stott, $500." (Then follow, as in the Mineola case, sums to the other officers and crew, ranging from $500 to $50, the whole amounting to $26,200.)

Sleep

Induced by the use of coca, opiate or narcotic compounds is bad, decidedly bad. It undermines the health and shatters the constitution and the patient is steadily growing into a worse condition—often resulting in the terrible slavery and misery of the cocaine and opium habit. Sleep induced by the use of Hood's Sarsaparilla may not come as quickly, but it comes more surely, permanently and is

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